



Transportation Improvement Board
January 22-23, 2004 – Olympia, Washington
Meeting Location: Lacey Community Center, Banquet Room A
6729 Pacific Ave SE – 360-412-3191
Lodging Location: AmeriTel Inn
4520 Martin Way E. – 360-459-8866

January 22, 2004
WORK SESSION AGENDA

WORK SESSION		Page
<i>Increase/Scope Change Request</i>		
2:00 PM	A. Grant County: Chanute St/32 nd Ave/Arnold Dr	Gloria Bennett 53
2:45 PM	B. Spokane County: Market Street	Gloria Bennett 59
<i>Program and General Issues</i>		
3:15 PM	C. Program Development (To be distributed at meeting)	Steve Gorcester
4:30 PM	D. I-776 Impact: Loss of Funding	Jackie White
4:45 PM	E. Boeing Update	Paul Roberts
Dinner (<i>on your own</i>)		



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January 23, 2004 – 9:00 AM
BOARD AGENDA

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**Transportation Improvement Board
November 21, 2003
Tacoma Rhodes Center
Tacoma, Washington**

MINUTES

PRESENT

TIB BOARD MEMBERS

Councilmember Bill Ganley, Chair
Commissioner Leo Bowman, Vice Chair
Mr. John Akers
Mr. Tom Ballard
Ms. Bonnie Berk
Mr. George Cress
Ms. Kathleen Davis
Mr. Dan DiGuilio
Councilmember Mary Gates

Ms. Paula Hammond
Council President Rob Higgins
Councilmember Rob McKenna
Mr. Dick McKinley
Mr. Dave Nelson
Mr. Paul Roberts
Commissioner Mike Shelton
Mr. Arnold Tomac
Mr. Theo Yu

TIB STAFF

Steve Gorcester
Rich Struna
Bob Moorhead
JoAnn Schueler
Greg Armstrong
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Mr. Dave O'Connell
Mr. Jay Weber
Ms. Kim Zentz

CALL TO ORDER

Chair Ganley called the meeting to order at 9:03 AM. He introduced Tacoma Mayor Bill Baarsma who welcomed the Board to Tacoma. Mayor Baarsma mentioned several of the construction projects and transportation improvements currently underway in Tacoma.

GENERAL MATTERS

A. Approval of September 26, 2003 Minutes

Ms. Davis requested a change in the minutes to reflect her comments more accurately. The change was in the "Other Comments" section, first bullet, last sentence. The change was noted and the corrected sentence will read, "...the next ten years WSDOT is assuming the same ratio of funds will still go to local agencies."

MOTION: It was moved by Vice Chair Bowman with a second by Mr. McKinley to approve the minutes of the September 26, 2003 Board meeting with the above noted correction. Motion carried unanimously.

- B. Communications** – Steve Gorcester referred the Board to the communications section in the Board packet. He specifically referenced the Waitsburg article regarding the Coppei and Main Street event as an excellent example of cooperation between WSDOT and TIB. In addition, he recognized Councilmember Gates, referencing the TNT article regarding the election outcome. He also acknowledged Rich Struna and Gregg Plummer for their presentation at the IACC conference on developing an infrastructure database and referred the Board to the letter from OFM noting their exceptional work.

LOCAL PRESENTATIONS

The following people provided detailed PowerPoint presentations about past, current, and future projects throughout their respective cities/counties:

- Steve Shanafelt, Engineering Division Manager, City of Tacoma
- Mayor Ron Lucas, Town of Steilacoom
- Bill Shoemaker, Public Works Director, City of Sumner
- Russ Blount, Public Works Director, City of Fife

- Bill Larkin, Public Works Director, City of Lakewood
- Henry Lawrence, City Manager and Dave Lorenzen, City Engineer, City of Edgewood
- Ramiro Chavez, Project Engineering Division Manager, Pierce County

Chair Ganley thanked all who presented.

NON-ACTION ITEMS

A. Chair's Report to the Board

Chair Ganley announced that this was the last meeting for Council President Rob Higgins and Councilmember Mary Gates. He presented each of them with a plaque in appreciation for their service and commitment to the Board and to transportation issues throughout the state. Chair Ganley also presented a plaque to Mr. Vaughn, in absentia, whose last meeting as a member was in September.

Chair Ganley reported that a letter had been sent to AWC requesting nominations for the replacement of Council President Higgins and Councilmember Gates.

B. Executive Director's Report to the Board

Project Issues – Steve Gorcester noted that the Ridgefield project and Liberty Lake's Harvard Road project were moving forward.

Project Events – The following ribbon cutting events were highlighted:

- Ellensburg – Water Street
- Pierce County – Lake Tapps Parkway
- Battle Ground – West Main/SR-502
- Federal Way – Pacific Highway South HOV
- Grandview – Wine Country Road
- Newcastle – Coal Creek Parkway
- Connell – Clark Street
- White Salmon – Newstreets dedication
- North Bonneville – Cascade Drive
- Deer Park – "H" Street
- Davenport – Newstreets dedication
- Duvall – Bruett Road (phase 3)
- Cle Elum – First Street
- Waitsburg – Coppei/Preston Avenue and Newstreets paving
- Coulee City – Sidewalk Improvements dedication

C. Financial Status

Rich Struna reported that expenditures from the administrative account were less than anticipated, leaving a difference of \$103,532. In the TIA account there was an estimated expenditure of \$17.5 million with actuals of \$17.3 million. This account has a current balance of \$18.3 million from bond sales in July. It was noted that the ending 2001-03 appropriation balance for the TIA was \$27.4 million; this is reappropriated. The UATA funds four programs and has current expenditures of \$16.8 million, with \$16.9 million anticipated. The financial forecast for the motor vehicle account estimates a \$500,000 increase for this biennium and \$1.5 million in the next biennium.

D. Project Activity Report (9/1/03-10/31/03)

Steve Gorcester reported that project activities from September 1, 2003 through October 31, 2003 resulted in a net reduction of \$2.5 million in TIB commitments. The \$1.7 million reduction from the TPP was, in part, a result of bid lower than estimated, particularly the King County Park and Ride. There was a net reduction of \$800,000 in the AIP and an increase of \$36,000 in the SCP. The financial position of the agency is improving with operating surpluses in the TIA and close monitoring in the UATA.

ACTION ITEMS

A. Increase/Scope Change Request

City of Fife: 70th/Valley Scope Change – The City of Fife requested a scope change to eliminate 70th Avenue East from the project. The remaining project would widen Valley Avenue East to a four lane section with sidewalks and upgrade the traffic signal at the 70th Avenue East intersection. As discussed during the November 20, 2003 work session, this project changed lead agencies, going from Pierce County to the City of Fife in 2003. The City cannot afford to complete the original scope of the project. Of the \$12 million cost, TIB has funded \$2.4 million with the remaining funds coming from the City of Fife and federal dollars.

During the November 21, 2003 Board meeting discussion, it was clarified that the scope of the project was reduced, yet the cost to TIB remained the same for the following reasons: 1) obtaining one mile of right of way; 2) high environmental costs due to the location of Wapato Creek near the project; 3) higher volumes of traffic; and 4) maintaining current service level. It was noted that if the City of Fife were to reapply for a TIB grant with this project, it would rate well; however, it was on the advice of the TIB staff to request a scope change rather than to reapply since other funding partners were already committed.

MOTION: It was moved by Commissioner Shelton with a second from Chair Ganley to approve a scope change to revise the project termini to include improvements to Valley Avenue East from Freeman Road to 70th Avenue East. Motion carried with Mr. McKinley opposed and one abstention from Mr. Ballard.

City of Ridgefield: Mill Street – The City of Ridgefield is requesting a scope change and increase to address the vertical alignment concerns, which result in boat trailers “hanging up” on the railroad tracks. This project is on the “Delayed Project List,” and either needs to have the proposed change of scope and increase approved or needs to be withdrawn. If the project is withdrawn, the safety concerns which have increased significantly since 1998 will remain unresolved. Randy Bombardier, Ridgefield City Manager, noted during the November 20 work session discussion that the main crossing may be closed in five to 20 years; however, it is currently a very hazardous situation. The Board requested that the scope change and increase requests be made as separate motions.

MOTION: It was moved by Mr. Nelson with a second from Council President Higgins to approve a scope change to construct interim improvements to address the critical safety vertical alignment issues at the existing crossing. Motion carried unanimously.

MOTION: It was moved by Council President Higgins with a second from Mr. Roberts to approve an increase of \$127,468 in SCP funds for the project, which includes a \$28,500 increase to be used for the design and Right-of-Way phase, bringing the total in TIB funds to \$269,968. Motion carried unanimously.

Emergent Nature: 1st Avenue South – Normandy Park – At the November 20 work session, Merlin McReynold, City Manager for Normandy Park, provided the Board with slides of the current 36” culvert that was damaged during the 2001 earthquake and the 2003 flooding. The Department of Fish and Wildlife require that the new culvert be 60” because it supports a salmon bearing stream. The total cost of repair is \$4,000,000. The City is requesting an increase of \$244,472 in TIB funds for the cost of the 60” pipe. This was an unanticipated event and the city does not have the financial capacity for this project.

MOTION: It was moved by Councilmember Gates with a second from Council President Higgins to approve an increase of \$244,472 in TPP funds to upgrade the damaged culvert, bringing the total TIB funds to \$472,049. Motion carried unanimously.

B. FY 2005 Priority Array Adoption – Sixty-six projects were recommended to the Board for FY 2005 totaling \$74,303,207. The breakdown of programs and funding included:

- 17 AIP projects totaling \$30.6 million
- 13 TPP projects totaling \$35.8 million
- 9 Urban PSMP projects totaling \$1.1 million
- 14 SCP projects totaling \$5.8 million
- 13 Small City PSMP projects totaling \$1.1 million

The funds become available July 1, 2004. However, if the lack of funds would delay a project from going to bid, earlier use can be authorized on a case by case basis.

MOTION: It was moved by Mr. Roberts with a second from Vice Chair Bowman to adopt the FY 2005 Priority Array as presented, with funding available on July 1, 2004 unless otherwise requested by the local agency. Motion carried unanimously.

Vice Chair Bowman inquired about future plans for the Newstreets program. Steve Gorcester stated that this would continue, but on a smaller scale than originally anticipated, targeting perhaps three communities per year. He noted that TIB has started to collate pavement condition data from small cities with large state and county paving projects. When large paving projects coincide with optimal paving conditions, TIB should consider funding the project with Paving Opportunity Grants, a sub-component of the Newstreets program. The criteria would be similar to what is currently in place including pavement condition scores, quality of utilities, and a paving project in the vicinity. The funding for this Paving Opportunity Grants would come from reduced bond debt in the next biennium.

FUTURE MEETING

The next Board meeting is scheduled to meet in Olympia on January 22-23, 2004. A meeting notice regarding the January meeting will be sent out on January 2, 2004.

It was brought to the Board's attention that the March meeting conflicts with the APWA Spring Conference. TIB staff will check into an alternative date and keep the Board informed. It was mentioned that there is a possibility that the March meeting will be a one-day only meeting.

EXECUTIVE SESSION

Chair Ganley adjourned the public meeting at 11:23 AM for an executive session to discuss personnel matters. It was noted that the executive session would last approximately 15 minutes.

RECONVENE PUBLIC MEETING

Chair Ganley reconvened the public meeting at 11:35 AM.

MOTION: It was moved by Mr. McKinley with a second from Councilmember McKenna to increase the Executive Director's salary by 2.5%, effective January 1, 2004. Motion carried with Mr. Yu opposed.

ADJOURNMENT

The meeting adjourned at 11:38 AM.

NOTE: During the November 20, 2003 work session, the Board endorsed the legislative agenda. Items for the 2004 session included: 1) consolidating the UATA and the TIA, subject to AWC concurrence; 2) transferring the responsibility for recommending RJTs. Long-term legislative issues were: 1) seek funding for a Major Urban Corridors Program; 2) request additional on-going funds for the Small City Program.

SNOWFLAKES ARE FALLIN' ON MY HEAD



Snow fell during a ribbon-cutting ceremony Thursday morning for the completion of the first phase of the Pacific Highway South HOV lanes project in Federal Way. Among the local and state dignitaries attending were City Councilwoman Mary Gates, under the umbrella held by Marwan Salloum, the city's street system manager. Traffic was detoured off Pacific between South 320th and South 324th streets during the ceremony. The \$11.8 million project, which

received federal and state funding, included widening Pacific to seven lanes to make room for two high-occupancy vehicle (HOV) lanes — one in each direction — and a landscaped median. New sidewalks also were part of the change. Meanwhile, the second phase of the project is continuing at the south end of Pacific. For more on that, see FYI on page A7.

FUMIKO YARITA-BONHAM/staff photo

Skagit Valley Herald

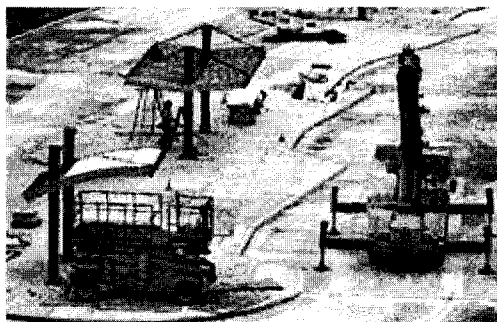
SUN., Nov. 23, 2003

To stay, or not to stay?

By BEVERLY CRICFIELD Staff Writer

Mayor-elect Norris faces challenges to changing the MV transit center

MOUNT VERNON - Keeping a campaign promise to try to move the downtown transit center and turn the site into a parking lot may not be easy for Mayor-elect Bud Norris.



Moving the \$7.7 million center could mean having to give back hundreds of thousands of dollars in state and federal transportation grants.

Construction is under way at Mount Vernon's transit center downtown. Workers have paved the bus lanes and are finishing installing bus canopies for passengers.

Matt Wallis / Skagit Valley Herald

In addition, stopping the project several months into construction could mean breaching a contract and having to compensate the contractor.

"I don't think the grant funds would pay for a breach of contract," said City Attorney Scott Thomas.

The biggest single issue in Norris' successful campaign to oust two-term Mayor Skye Richendrfer was the assertion that the transit center was being built in the wrong place.

Final results, certified last week, gave Norris 56 percent of the vote in the Nov. 4 election. He takes office Jan. 1.

"There's an overwhelming feeling in the public that the project isn't in the best interest of the city of Mount Vernon to locate there," Norris said last week. "It would be inconsistent for me not to closely evaluate the center and see if it would be possible to do something else with that site."

Skagit County commissioners also opposed the site chosen by the city because it would reduce parking near the courthouse and other county buildings. Commissioner Ted Anderson, who frequently clashed with Richendrfer over the transit center and other issues, was a key supporter of Norris' candidacy for mayor.

Meanwhile, the city reports that construction at the site is moving on schedule and that about half of the money allotted for the project has been spent.

Decision-makers in charge of the federal and state transportation grants fueling the project say changing the scope of the project, or even the location, is possible.

But any changes would likely mean a long, drawn-out process that could end up costing local taxpayers more money. And any changes that are made must be transportation-related, those officials say.

"If there are parts of the end result that are not transportation-related, we're not going to be paying for them," said Steve Gorcester, executive director of the state's Transportation Improvement Board.

Construction started on the transit center in August near the Interstate 5 exit to downtown.

Crews have finished paving the lanes for Greyhound and Skagit Transit buses, and are erecting canopies for passengers waiting to board. SKAT buses are projected to start using the new lanes by the end of December.

Next is construction of a 6,600-square-foot building that will serve as an Amtrak station and the new home for the Mount Vernon Chamber of Commerce. The building also will house an 1,800-square-foot community meeting room.

SKAT paid \$300,000 toward the transit center as a way to save money over renting space for a bus transfer center. Mount Vernon city government paid \$200,000.

The remaining 93 percent comes from state and federal grants. That includes money specifically designated for multiple-use, or "multimodal," transit centers.

About half of the \$7.7 million cost has been used to purchase five pieces of property, relocate the businesses that were on the site, design the project and get permits.

Norris acknowledges that it may be too late to stop the project.

"If it's too far along by the end of the year, it might preclude us from doing anything differently," Norris said. "I would hope the current administration would consider postponing the project for a period of time for us to take another look."

Last month, Norris submitted a petition to the City Council with signatures from about 500 local residents and business owners who wanted work to stop on the project and have the city evaluate a new location.

Richendrfer, who took the lead in locating the transit center downtown, was unavailable for comment last week. Still, the authority to halt the project rests not with the mayor, but with the City Council.

The City Council voted 5-2 to build the center. One of those five, April Axthelm, has since resigned. That still leaves at least a majority in favor — although one of the remaining four, Charles Wend, lost his re-election bid and will leave the council after December.

Further, a change doesn't only involve the desire of the City Council. The Chamber of Commerce expects to locate in the building and SKAT plans to use the bus lanes in a few weeks. Also, the use of the grant money is restricted. And the city has a contract with the prime contractor, Tiger Construction of Everson.

SKAT Executive Director Dale O'Brien wouldn't speculate on what the agency would do if the project was changed.

"As far as we're concerned, everything is still on track and we're going on as planned," O'Brien said.

State transportation managers say that making the site anything but a transit center means the city probably would have to give back some of the money it received to buy the property — especially if the city decides to turn the site into a parking lot.

"We don't pay for parking lots," said Gorcester of the state transportation improvement board, which supplied \$1.2 million.

The state would consider reducing the size of the project after a process that could take six months or a year, Gorcester said.

City Council member Dale Ragan, one of the two to vote against the transit center, supports taking another look at the project. Ragan suggested turning the transit center into part bus and train station, and part retail space to generate revenue for the city.

However, Gorcester said the state's money can't be used on revenue-generating projects.

Many of the same restrictions apply with federal money, said Rick Krochalis of the federal transportation administration.

The federal agency, which is paying \$5.9 million of the project, would consider project changes or halting it altogether, Krochalis said. But first, the city would have to prove that the project is not a good use of federal dollars, that there are safety concerns involved and that circumstances — other than political — have changed near the location of the project since it was approved, Krochalis said.

"There's always a possibility that we can sit down with the new administration and find a solution," Krochalis said.

Ken Isenhardt, co-owner of Tiger Construction, said he would be willing to make changes to the contract, even if it means the city would quit the project now.

But the city would have to pay for the costs he has incurred, including ordering equipment and materials for the site and paying employee wages.

"Right now, it's hard for us to conceive how they would not finish the project," Isenhardt said. "Many subcontracts signed up for this project and the purchase orders are out there. This stuff is in the pipeline and it's pretty hard to shut it off."

Beverly Crichfield can be reached at 360-416-2132 or by e-mail at bcrichfield@skagitvalleyherald.com.

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Tuesday, November 25, 2003

PUBLISHED ON TUESDAY, NOVEMBER 25, 2003

County, Valley Cities Get Road Grants

Yakima County and two Valley cities have been awarded more than \$2.8 million in state grants for road projects.

Yakima County will receive \$1.35 million to widen Riverside Road, east of Yakima, to four lanes. The upgrade is one element of a larger project to extend South 33rd Street from Terrace Heights to State Route 24.

The total project, estimated to begin in 2005, will cost about \$2 million.

Union Gap will receive \$1.28 million to widen Ahtanum Road to four lanes from the railroad tracks to Goodman Road on the west side of the city. Mayor Aubrey Reeves said the total \$1.8 million project should start next spring.

Grandview was awarded more than \$201,000 to rebuild and improve traffic signals at Wine Country Road and Elm Street.

The state Transportation Improvement Board on Friday allocated a portion of the state gasoline tax to help fund the local projects. Cities and counties must compete for funding.

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Published on HeraldNet.com: 11/25/03

Bridge at 172nd wins key funding

A state grant puts the Smokey Point project over the top.

By Lukas Velush
Herald Writer

About six months ago, business owners and City Council members in Smokey Point were told they weren't going to get any gas tax money to build a new bridge that would untangle traffic.

But the state Department of Transportation also gave them hope. Go find the money, they were told, and the state would build the new 172nd Street NE bridge over I-5.

On Monday the last chunk of money came -- putting a total of \$7 million into the piggy bank for the \$6.5 million project. The \$3 million grant was awarded by the state Transportation Improvement Board.

"This is the best news we could possibly imagine," said Becky Foster, owner of Bruce and Becky's Interiors in Marysville.

A six-lane bridge will reduce the long backups that occur at Smokey Point. Congestion from the old two-lane bridge has caused a high rate of accidents and limits growth in the area.

Business owners already got promises of \$3 million from Congress, not yet officially approved; \$750,000 from Arlington and Marysville; \$227,000 from the state DOT; and \$10,000 from the Tulalip Tribes.

The new bridge could be built in about two years, said Ron Paananen, DOT's deputy regional administrator.

Overall, \$9.1 million in projects were given state Transportation Improvement Board grants. The other projects are:

- \$3.1 million to Mill Creek for its \$5 million plan to widen Dumas Road from 128th Street SE to the Bothell-Everett Highway.
- \$2.5 million to Snohomish County for work on 112th Street SW from Highway 425 to Airport Road. The project cost is \$9.9 million overall.
- \$316,838 to Granite Falls for improvements to the Stanley Street and Granite Avenue intersection.
- \$107,739 to Everett for improvements to Seventh Avenue SE from 93rd Street SE to 100th Street SE.

Reporter Lukas Velush: 425-339-3449 or lvelush@heraldnet.com.

Local & State

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THE BELLINGHAM HERALD

Tuesday, November 25, 2003

Grant OK'd for Sunset work

Bellingham will get a \$2.5 million grant from the state Transportation Improvement Board to continue work on Sunset Drive.

The money will help pay for the second phase of the Sunset Drive project, which includes widening the roadway from Woburn Street to McLeod Road and expanding the highway to five lanes with sidewalks.

The state board also gave \$67,500 to Nooksack for a sidewalk project at West Second and West Madison streets.

Statewide, the board distributed \$74 million to 66 agencies. The money comes from revenue generated by three cents of the state gasoline tax.

STAFF REPORTS

The Daily News - Kelso and Cathlamet win grants

Kelso and Cathlamet win grants

Nov 25, 2003 - 08:16:40 am PST

The cities of Kelso and Cathlamet have received grants for road and sidewalk improvements from the state's Transportation Improvement Board (T.I.B.), the agency announced Monday.

The board awarded Kelso a \$736,930 grant that will pay part of the cost of rebuilding North Pacific Avenue and to add sidewalks to Bates Road from Allen Street to 19th Avenue. The city also will make stormwater drainage improvements to address flooding concerns, according to the T.I.B. The total cost of both projects is \$881,218.

Cathlamet received a grant of \$478,562 to widen River and Division streets west of State Route 409. The total project cost is \$503,750.

THE SPOKESMAN-REVIEW.COM

Tuesday, November 25, 2003

S P O K A N E

State awards \$5.7 million for area street projects

Amy Cannata - Staff writer

Four road projects in Spokane and Spokane Valley will receive more than \$5.7 million in state funding.

The Washington state Transportation Improvement Board awarded the grants last week, using funds from a 3-cent gasoline tax collected statewide.

In Spokane Valley, \$2.4 million was awarded for a \$3 million project to widen Barker Road between Boone Avenue and the Barker Road bridge.

Plans are to expand the two-lane road to three lanes, including a center turn lane, said Steve Worley, a Spokane Valley senior engineer in charge of capital projects.

Design will begin right away, but construction won't get under way until 2005 or 2006, Worley said.

The Transportation Improvement Board also granted Spokane Valley \$146,000 for installing sidewalks along 24th Avenue near Bowdish Road.

That project, which is to be completed by next summer, is necessary for student safety at three nearby schools, Worley said.

In Spokane, a \$2.6 million grant will pay 60 percent of the cost of realigning Broadway Avenue near the Freya Street bridge.

That bridge will be replaced next year, making the realignment necessary, said Jerry Sinclair, a Spokane senior engineer.

Spokane also was granted \$617,000 for a \$1 million project to make improvements just north of the Monroe Street bridge.

Altogether, the state board awarded \$74.3 million in grants at its last meeting.

Wednesday, November 26, 2003, 01:11 P.M. Pacific

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News from around Snohomish County

Mill Creek gets \$3.2 million grant for Dumas Road project

MILL CREEK — The state Transportation Improvement Board has awarded the city a \$3.2 million grant for a Dumas Road construction project.

The project includes widening existing lanes and adding a center turn lane or landscaped median, sidewalks, curbs, streetlights and storm-water facilities.

Construction is tentatively scheduled to start in late spring.

Wednesday, November 26, 2003, 12:00 A.M. Pacific

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Eastside cities land transportation grants

EASTSIDE — A handful of Eastside transportation projects will move forward with the help of competitive state grants awarded by the Transportation Improvement Board.

The board was created by the state Legislature to foster state investment in local projects, and the money comes from revenue generated by 3 cents of the statewide gas tax. Eastside awards went to:

- Bellevue: \$1.4 million toward the widening of 148th Avenue Southeast between Southeast 24th and 28th streets, and \$150,000 toward the addition of a sidewalk on the west side of 164th Avenue Northeast.
- Clyde Hill: \$100,000 toward the addition of a sidewalk along 98th Avenue Northeast.
- King County: \$1.4 million toward the widening of Avondale Road from two to four lanes between Northeast 155th and 168th streets.
- Renton: \$2.2 million toward the removal of the center pier at the Rainier Avenue South railroad crossing and the addition of a northbound lane, and \$150,000 toward the addition of a sidewalk on Benson Road South.

Federal Way, Maple Valley and Seattle also received grants.

BAINBRIDGE ISLAND

State money could boost sidewalk project

Steven Gardner

Sun Staff

November 26, 2003

Bainbridge Island will receive a \$150,000 grant from the state to help build sidewalks and bike lanes along Madison Avenue and New Brooklyn Road, a project that looked to be in jeopardy.

The work will create a solid pedestrian and bike link between Sakai Intermediate School and Bainbridge High School.

The state funds come from taxes collected at gas pumps and allocated to the state's Transportation Improvement Board.

Rich Struna, chief financial officer for the transportation board, said Bainbridge's project was the highest-rated in the state out of 384 applicants.

The sidewalk project, in addition to Sakai and the high school, will benefit students at Woodward Middle School and Ordway Elementary School.

"It helps tie all their campuses together," said Randy Witt, public works director.

The proposed work was reported to be in jeopardy because of the Bainbridge Island School District board's decision to back out of contributing \$500,000 for the project.

Witt said the city has since renewed conversations with the district to clarify the history of the work the city and the district have done and to find a funding formula that will work for both.

Originally, the agreement called for forming a local improvement district to install sidewalks on both sides of Madison Avenue.

Property owners along the avenue's east side, however, were not enthused, so the city and school district backed away from forming the improvement district and from putting in the sidewalks and bike lanes on Madison's east side.

School district personnel have since changed. Many of the new officers found themselves wondering why they were still being asked to pay \$500,000 when the city wasn't forming the improvement district.

Also, Witt said sidewalks and bike lanes along High School Road were put in by the city without district participation. The city also allowed the district to wait to improve Madison until the city could participate in a bigger project.

Those factors, Witt said, could help bring the district back in, which would ease some of the financial pressure on the city.

Witt said that he expects to discuss the project with the City Council at its Dec. 3 budget hearing and that he hopes to have a final answer in time for final budget passage, set for sometime in December.

If approved, work on the project would begin in the spring.

The Transportation Improvement Board money comes from a 3-cent-per-gallon tax paid by gasoline consumers. The board earmarked \$74.3 million for distribution in fiscal year 2005, including \$1.1 million in the Urban Pedestrian Safety & Mobility Program that Bainbridge fell into.

Gig Harbor will also receive a \$67,855 grant under the pedestrian program for work on Skansie Avenue.


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Friday, November 28, 2003

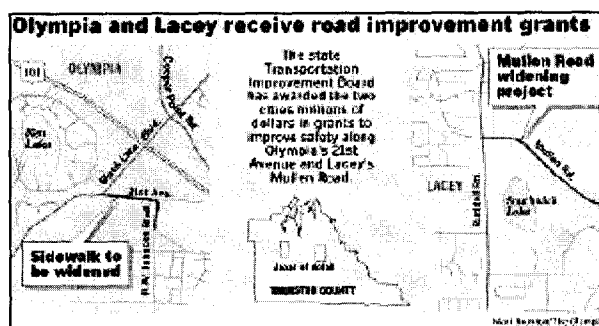
South Sound ©2002 The Olympian


Grants fund Lacey, Olympia roadwork

[Click here](#) for larger, printable illustration (PDF format).

(Requires Acrobat Reader)

[Click here](#) for larger, printable illustration (JPG format).



CHRISTIAN HILL THE OLYMPIAN Stretches of roadway in Lacey and Olympia will get makeovers courtesy of state grant dollars awarded this week.

A portion of Mullen Road in Lacey will be widened, as will a segment of R.W. Johnson Boulevard and 21st Avenue Southwest in west Olympia.

The grants, the only ones the Transportation Improvement Board awarded in Thurston County, will pay more than half the costs of the projects. The cities will pay for project costs that the grants don't cover.

The state Transportation Improvement Board awarded \$74.3 million to 66 communities around Washington. Three cents of the statewide 28-cents-per-gallon gas tax serves as dedicated revenue for these improvement projects.

The project in Lacey is good news for 32-year-old Junior Peneueta, who lives along Mullen Road and a stone's throw from Lakes Elementary School and Timberline High School, which sit on opposite sides of the road.

Peneueta lives across from a Timberline ball field where sporting events can draw crowds of cars that park along Mullen, a major west-east corridor in south Lacey.

"During the springtime, it's hard to get out of here," he said. "We can't see the oncoming traffic from both directions."

The lack of visibility has nearly caused accidents between Peneueta and other drivers zipping along Mullen Road.

The project will add a center median with turn pockets, bike lanes, sidewalks and street lighting.

"All of those things will help," said Josh Diekmann, a city transportation engineer.

School district officials are actively involved in the project because they consider the lack of sidewalks a major safety concern, he said.

The grant will pay nearly \$2.5 million of the \$4.5 million total cost.

The project in Olympia will add bike lanes, sidewalks, curbs, gutters and streetlights on R.W. Johnson Boulevard north of the railroad tracks and west on 21st Avenue Southwest to Black Lake Boulevard.

It also will realign the intersection of R.W. Johnson Boulevard and 21st Avenue Southwest to improve safety.

Construction is scheduled to begin in 2006. The grant will pay \$1.7 million of the project's nearly \$3 million total cost.

The money will be available to the cities July 1, although cities can request the funding early to avoid construction delays, said Stevan Gorcester, director of the Transportation Improvement Board.

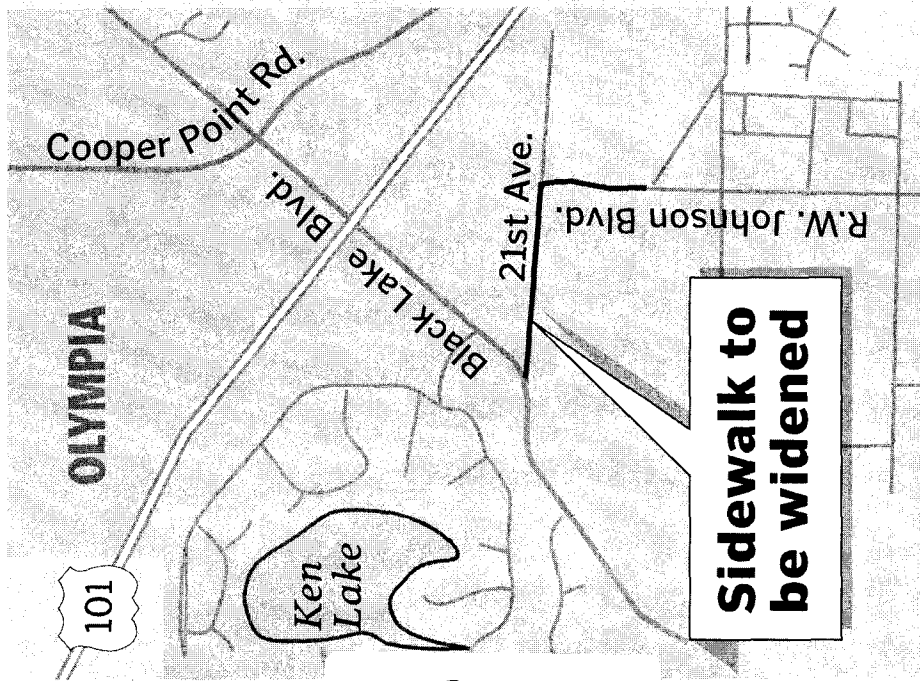
Christian Hill covers the city of Lacey for The Olympian. He can be reached at 360-754-5427 or at chhill@olympia.gannett.com.

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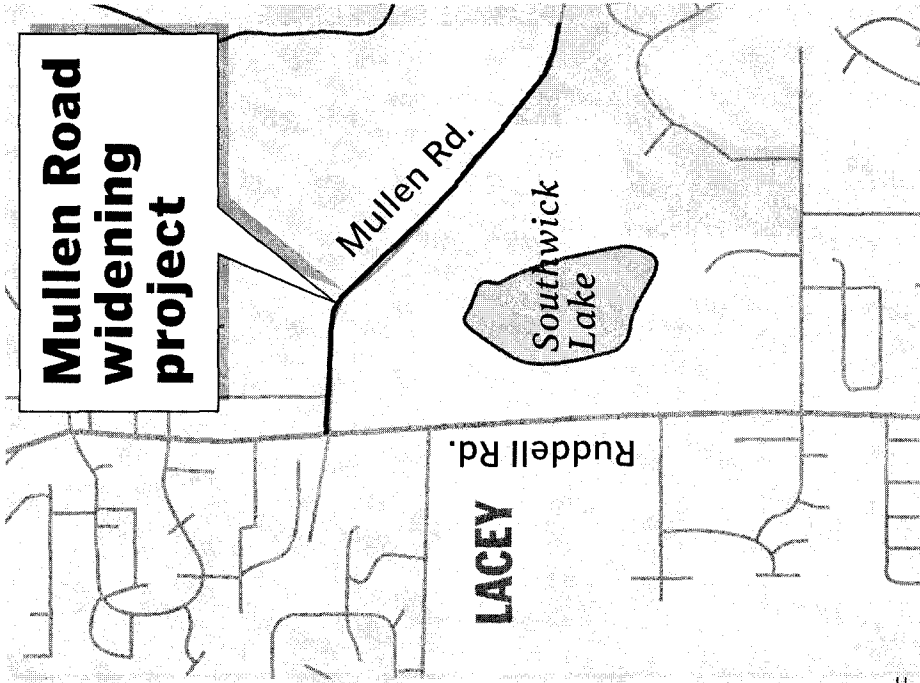
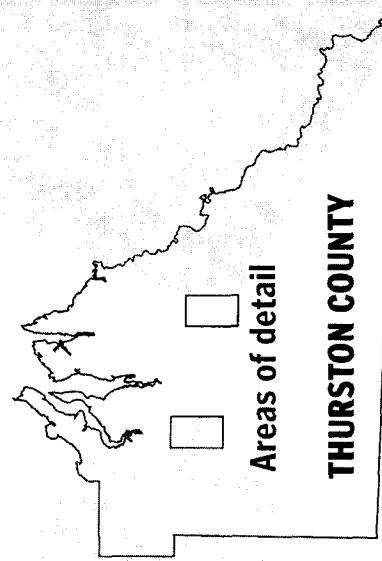
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Olympia and Lacey receive road improvement grants



The state Transportation Board has awarded the two cities millions of dollars in grants to improve safety along Olympia's 21st Avenue and Lacey's Mullen Road.



Mark Brunton/The Olympian

FWay gets \$4.6 million for Pacific work

By **ERICA HALL**
Staff writer

After two days of Transportation Improvement Board meetings, Federal Way got another \$4.6 million for Phase III of the Pacific Highway South improvement project.

The money, scheduled to be allocated in 2005, is in addition to \$1.8 million Federal Way received last November for allocation in 2004.

The Pacific project includes widening, adding left-turn lanes and medians and improving lighting,

drainage and sidewalks.

The Transportation Improvement Board, on which Federal Way City Councilwoman Mary Gates sits, announced Nov. 21 more than \$18 million in 2004 grants that will help pay for projects in King County.

Board members award the funding based on a competitive application process using criteria established by the board. Grant funding is generated from the 3-cents-a-gallon state gas tax.

Federal Way received \$4.65 million to widen Pacific Highway from

four to six lanes and to add high-occupancy vehicle lanes. The total cost of the project is anticipated to be \$7.17 million.

The city received the largest slice of funding for a single project, followed by Maple Valley, which received \$3.6 million, and Renton (\$2.2 million).

Seattle received almost \$5 million for two projects.

Staff writer Erica Hall: 925-5565, ehall@fedwaymirror.com

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Thursday 4 December, 2003

Top Stories

Grant ensures sidewalk repairs

By: Stephen Mercer

December 03, 2003



A state grant should ensure that walking on a main sidewalk in Coulee Dam should be much easier for tourists and residents next year.

Sidewalks like this one on Columbia Avenue will be fixed.

The town received notice Monday from the state's Transportation Improvement Board that a grant for nearly \$90,000 in repairs had been approved. Pending approval from the town council, the money will go toward improving the sidewalk on Columbia Avenue from Grant Avenue to Roosevelt Way.

The grant is from the TIB's Small City Pedestrian Safety and Mobility Program. Work should begin next spring.

Mayor Quincy Snow said hearing that the financially strapped town would receive money was good news.

"We didn't have any money at all for sidewalks," he said of the proposed 2004 budget. So unless they could obtain a grant, the money was not available for any sidewalk repairs next year, he said.

Sidewalks have often been a source of concern for town residents, who have mentioned in town council meetings that many of the sidewalks need repair.

Each time, they have been told by Snow and council members that the town does not have enough money to do the repairs.

Tree roots are a major cause of the disrepair.

The town must now send confirmation that they can provide \$4,715 in matching funds, and that the project is part of the town's Six-Year Transportation Improvement Plan.

The TIB will then grant approval to begin project design work.

The grant money for the work, which totals \$77,300, includes mobilization, removing the existing sidewalk, subgrade preparation, replacing concrete sidewalks and driveways and base gravel, driveway curbing, handicap ramps and crosswalk striping.

The state will also pay \$17,000 for engineering and inspection costs.

Snow said Columbia Avenue was given priority for the grant application because of how often it is used by tourists and residents.

"It's our heaviest traveled sidewalk," he said.

But the town still plans to try and find ways to repair other sidewalks in town.

"Love to do the others if we can find the money," Snow said.

The grant funding comes from the revenue generated by three cents of the state gas tax.

The Legislature created the TIB to foster state investment in local transportation projects. Funds are awarded on a competitive basis using rating criteria established by the TIB.

Local governments across the state completed or are currently building 700 projects funded in part by TIB grants during the 2003 fiscal year. Coulee Dam's grant is part of the board's awards of \$74 million to 66 agencies in the current round of funding.

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Wednesday, December 03, 2003, 12:00 A.M. Pacific

News from around the county

State approves grant to replace congested 172nd St. N.E. bridge

ARLINGTON — A major step has been taken toward fixing one of the city's biggest transportation problems.

The state Transportation Improvement Board recently approved \$2.9 million for work on the 172nd Street Northeast overpass above Interstate 5.

That two-lane bridge, built in 1968 at Smokey Point, has become one of the most congested routes in the area, with traffic commonly backing up as commuters wait to get from areas east of I-5 to the freeway's southbound lanes.

The money will be combined with other federal, state and local funds to provide about \$7 million for the overpass.

The work will include replacing the two-lane bridge with a six-lane structure, said Richard Struna, the board's chief financial officer. The funding application calls for contracts to be awarded in June and construction to take about two years, Struna said.

[Print Page](#)

Grant could bring new look for Main Street

By Jessica Keller, The Courier-Herald

Main Street in Buckley will get a new look in the next couple of years thanks to a Transportation Improvement Board grant.

Buckley received notice last week it was awarded a \$445,000 TIB grant for Main Street. The city applied for the grant in August of this year. While officials applied for two grants, the Main Street grant was the only one selected from the Small City Program.

City Administrator Dave Schmidt said the news came as a pleasant surprise.

"We didn't think we'd get the grant," he said.

The grant will fund the repaving the street, sidewalk and installing new street lights on Main Street from River Avenue to A Street.

Schmidt said city officials hadn't really made many plans of what would be done if the city received the grant, just tossed around a couple of ideas.

Now the city will have to plan public meetings and subcommittee meetings to discuss the plans for the downtown in a "streetscape" of sorts, Schmidt said.

The \$445,000 will fund 80 percent of the project, with the city providing a 20 percent, \$111,000 match.

The City Council was scheduled to be informed of the award at last night's council meeting.

Jessica Keller can be reached at jkeller@courierherald.com

City wins major grant for East Collins project

Council also approves preliminary budget, assumes sewer and water rate increase

\$500,000 down, just \$1.5 million to go.

That's roughly the status of the City of Goldendale's plans to rebuild the East Collins arterial, officials report.

The state's Transportation Improvement Board (TIB) has awarded the city the \$500,000 toward the project, City Administrator Larry Bellamy told the city council Monday night, during its regular bi-monthly meeting. (See related sidebar page 3.)

"We've got the money. Now, we've got to come up with the matching monies," said Bellamy.

That's where the other \$1.5 million comes in. The city foresees digging up East Collins Drive from South Columbus Avenue to Roosevelt Street, laying new gravel beds, re-paving the street, and adding storm drainage, Bellamy explained later. But the water mains beneath the street need to be repaired, too — and it only makes sense to replace them first, he said. Total price tag, nearly \$2 million.

The TIB grant makes the entire project "more proba-

ble," said Bellamy.

What would likely clinch the deal would be if the state awards Goldendale a Community Development Block Grant for almost \$675,000 for replacing the water main. The city has applied for that and expects word back this winter, said Bellamy.

If awarded the money, the city hopes to find remaining funds, design the project and bid it out in February or March 2005.

The East Collins project would be the third major street improvement in recent years, following rebuilding

See **GRANT**, page 3

GRANT

from page 1

efforts to Simcoe Drive and North Columbus Avenue.

In other grant news, the TIB awarded the city \$100,000 to dig up a South Columbus Drive gravel pathway and replace it with a sidewalk between Goldenridge Drive and 21st Street. That's half the total estimated project cost, said Bellamy. The city is looking for ways to fund the other half.

A third piece of good financial news also came in: Calpine energy company recently paid the city the \$200,000 it had promised some time ago to fund city parks improvements. The city spent money this summer on skateboard ramps at Ekone Park, plus trees, cameras and improvements to World War II Park.

Also on Monday night, the city council held its final public meeting on the 2004 budget, and concluded with a first reading of that budget. The city plans to spend about \$5.5 million in 2004, according to documents, not counting about \$1.3 million in bond requirements and reserve accounts.

The budget calls for one administra-

tion staff position to be cut, and one public works position added, for city building and parks maintenance, officials said. Bellamy said the budget also assumes an increase in the city's water and sewer rates.

"We've talked about a five percent increase," over the next couple of years,

said Bellamy. That increase has not yet been adopted.

A second reading, and presumed passage, of the budget will take place at the council's meeting on Dec. 15, at 7 p.m. The state requires budget passage by the end of the year.

— Dan Richardson

Goldendale's East Collins tops funding board's list

This time around, Goldendale's East Collins Drive was number one on the Transportation Improvement Board's (TIB's) list of priorities, according to Goldendale Mayor Mark Sigfrinius. That's out of 66 agencies that received over \$74 million in grants at the board's Nov. 21 meeting.

When the city applied last year for funds to improve Collins, the request was turned down, according to Sigfrinius. This year, the city succeeded by reducing the project's scope to exclude portions of Collins east of Roosevelt Street.

Plans to complete other street and sewer improvements in the area are

still in the works, though (see story).

The Washington state Legislature created the TIB to foster state investment in quality local transportation projects, according to the board's press release announcing two Goldendale grants. The board's funding comes from revenue generated by three cents of the statewide gas tax, allocated to TIB projects. Funds are awarded on a competitive basis.

"This is an example of local government partnering with the state to provide much-needed road improvements," said a statement from TIB chair Bill Ganley.

Colville, Republic get state transportation grants

The Washington State Transportation Improvement Board (T.I.B.) awarded road and sidewalk improvement grants valued at \$74.3 million to 66 agencies at its Nov. 21 meeting in Tacoma. The grant funding comes from the revenue generated by three cents of the statewide gas tax allocated to T.I.B. projects by the Legislature.

The Board awarded over \$8.2 million to five cities in Spokane County, nine other cities in Eastern Washington, funding 71 percent of the

selected transportation projects for this region.

"This is a productive use of tax dollars that will help alleviate local traffic congestion, add sidewalks, and reconstruct failing streets in small cities," said Transportation Improvement Board Chair Bill Ganley. "Investing in local communities is vital to advancing economic development, helping to build safer communities, and preserving critical infrastructure."

Colville got upwards of \$315,000 for a project on Oak Street.

The town of Republic won an additional grant to extend previously funded improvements to Clark Avenue. Paving of all arterials in Republic will be completed using a T.I.B. paving demonstration grant for small cities. Other grants awarded to Eastern Washington cities will provide for street and sidewalk construction projects.

The legislature created the T.I.B. to foster state investment in quality local transportation projects. Funds are awarded on a competitive basis using rating criteria established by the T.I.B., and usually require local financial participation. Local governments across the state completed or are currently building 696 projects funded in part by T.I.B. grants during the 2003 fiscal year.

December 22, 2003

SDOT gets \$5M for street work

By **JOURNAL STAFF**

SEATTLE -- The Seattle Department of Transportation has been awarded \$5 million in state grants by the Transportation Improvement Board.

The projects that were awarded funding are the Bridge Way signal and surface improvement project; the Fremont circulation project, which implements the recommendations of the Fremont Neighborhood Plan; and phase one of the Greenwood Avenue North sidewalk and street improvement project, which uses Seattle Public Utilities' new natural drainage system.

SNOHOMISH COUNTY BUSINESS JOURNAL

Smokey Point overpass project gets financial boost

The Washington state Transportation Improvement Board recently awarded a \$3 million grant toward a new 172nd Street NE bridge over I-5 at Smokey Point.

The money is the final chunk needed, putting a total of \$7 million into the piggy bank for the \$6.5 million project, which would create a six-lane bridge. Congestion from the old two-lane bridge has caused a high rate of accidents and limits growth in the area.

"This is the best news we could possibly imagine," said Becky Foster, owner of Bruce and Becky's Interiors in Marysville.

Business owners in the area already got promises of \$3 million from Congress, not yet officially approved; \$750,000 from Arlington and Marysville; \$227,000 from the state DOT; and \$10,000 from the Tulalip Tribes.

The new bridge could be built in about two years, said Ron Paananen, DOT's deputy regional administrator

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City Of Republic Receives Transportation Grant

The Washington State Transportation Improvement Board (T.I.B.) awarded road and sidewalk improvement grants valued at \$74.3 million to 66 agencies at its November 21 meeting in Tacoma. The grant funding comes from the revenue generated by three cents of the state-wide gas tax allocated to T.I.B. projects by the Legislature.

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The city of Republic won an additional grant to extend previously funded improvements to Clark Avenue (SR 20), the main street through the commercial district. Upon completion of Clark Avenue, paving of all arterials in Republic will be completed using a T.I.B. paving demonstration grant for small cities.

Republic will receive \$415,339.00 T.I.B. funds with the total project costs of \$646,322.00. The project limits are Klondike to Delaware and 8th to 9th.

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Tuesday 30 December, 2003

Top Stories

Coulee Dam balances tight budget

By: Stephen Mercer

December 23, 2003

The town council approved a budget Dec. 10, of \$5.36 million for 2004, an increase of more than \$137,000 from the projected \$5.23 million town officials estimated it would take to operate the town in 2003.

"We really had to tighten on the budget this year," Coulee Dam Mayor Quincy Snow said.

He said the town continues to receive less revenue due to state initiatives, such as I-695, which set car license fees at \$30. He said the town will search for revenue sources, but there is a lot of competition.

The town council unanimously approved passing the budget and raising utility rates at the Dec. 10 council meeting.

The town council and officials have been working with department heads from the fire, police and street department the last couple of months to balance the budget.

The budget estimates what the town will receive in revenue and pay in expenses in 2004. By law, revenues and expenditures must equal each other.

To get to that point, department heads agreed to make cuts from what they had requested on their "wish list" for next year. The town's street and wastewater treatment plant funds will absorb the most cuts.

Those gaining the most in 2004 will be the town's volunteer fire department and electrical department, which will each receive new trucks.

The cuts to the street fund will total an estimated \$195,000 from what was initially requested. The biggest cut in the street fund is a \$120,000 sweeper.

Also taken from the final budget was \$20,000 for crack sealing, \$55,000 for sidewalk repair.

But there will be one sidewalk repaired.

The town will use a \$89,585 Transportation Improvement Board grant from the state, plus \$4,715 in town matching funds, to fund the repair of the sidewalk on Columbia Street.

The financial and administrative department will receive an estimated \$4,000 for office furniture.

Town officials decided to cut \$150,000 to repair the roof at the community center and \$100,000 to repair the roof at the town hall. An estimated \$30,000 to pave the north and south lots at the community building was also cut.

Cuts to the wastewater treatment system include \$150,000 for a sewer lining project, \$20,000 for new grinders and \$20,000 for other improvements.

The town has estimated spending \$15,000 for an electrical update at the town hall and \$10,000 for the town hall's front doors.

One fund not expected to receive cuts next year is the electric department. It will collect the entire \$129,500 requested, including \$100,000 for an 18-ton crane truck and \$8,000 for electrical meter change outs.

For the fire department, the town budgeted \$140,000 for a new or used structure fire truck and \$10,800 for three air packs.

The fire department earned the money for the truck by fighting wildland fires, investments and other sources.

The police department has been budgeted \$5,000 for a new desk and file cabinet for Police Chief Pat Collins.

The town budgeted \$2,500 for evidence room shelving and \$200 to landscape outside the police department, \$1,800 less than requested.

The town will also pay more than \$30,000 for 24-hour on-call police coverage. That includes wages, a 2.5 percent cost of living increase and benefits.

Emergency services could receive \$2,700 to train six new Emergency Medical Technicians and up to \$10,000 has been set aside to the parks for automatic sprinklers.

Some other costs are \$80,500 for tourism related projects from the town's hotel/motel money. That money includes \$2,000 to plan for changes to Mason City Park, \$20,000 for the construction of a "worker's wall" at the park and \$25,000 to install playground equipment.

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SNOHOMISH COUNTY BUSINESS JOURNAL

Published January 2004

Smokey Point overpass project gets financial boost

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The money is the final chunk needed, putting a total of \$7 million into the piggy bank for the \$6.5 million project, which would create a six-lane bridge. Congestion from the old two-lane bridge has caused a high rate of accidents and limits growth in the area.

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Business owners in the area already got promises of \$3 million from Congress, not yet officially approved; \$750,000 from Arlington and Marysville; \$227,000 from the state DOT; and \$10,000 from the Tulalip Tribes.

The new bridge could be built in about two years, said Ron Paananen, DOT's deputy regional administrator.

New bridge opens Dec. 2

Okanogan's new Oak Street bridge will open the afternoon of Dec. 2.

For more on Okanogan's will open to public traffic as soon as the ceremony ends, said city clerk Ralph Malone.

Page A14

City officials and prime contractor Mowat Construction, Woodinville, had targeted Nov. 25 as a possible opening date. But cold temperatures delayed final work, including pavement painting, said Malone.

Okanogan Chamber of Commerce is running a drawing to determine who will be the first to cross the bridge in an official capacity. Tickets are available from various merchants.

The Oak Street bridge replacement project has been in the works since the mid-1990s. Construction began in April with Mowat Construction Co., Woodinville, as prime contractor.

Mowat officials indicated from the start that they intended to complete the bridge by late November or early December even though the contract period runs until Dec. 30.

Published on HeraldNet.com: 11/29/03

Cooperative spirit helps drive financing for new I-5 overpass

By Scott Morris
Herald Writer

ARLINGTON -- Earlier this year, local and state elected officials and business leaders were frustrated -- some with each other -- about how a new interchange project at Smokey Point had been dropped from the state's transportation funding package.

Those community leaders are now singing a more harmonious tune.

They got the green light to widen the I-5 overpass on 172nd Street NE to six lanes earlier this week, thanks in large part to the cooperative spirit they had forged.

The group lobbied legislators, wrote grants and even persuaded local businesses to consider taxing themselves.

Those efforts led to \$3 million in federal transportation money, another \$3 million in a state transportation grant, \$750,000 from Arlington and Marysville, and smaller amounts from other contributors.

"I think one of the key factors we did right was we got a bunch of players involved, not just the city," Arlington City Councilman Ryan Larsen said.

The group included elected officials and staff from Arlington and Marysville; business people; county, state and federal legislators; and the Tulalip Tribes.

Many of those entities had proposed other overpass projects to the south.

"It's much better than fighting or arguing," Arlington Councilwoman Sally Lien said.

"I think the finger-pointing went away when we discovered how we're small stuff compared to this enormous, enormous task of getting rid of the bottleneck in Everett."

Ryan Larsen's brother, U.S. Rep. Rick Larsen, D-Wash., also credited the local impetus, especially from business owners.

"The reason we got any money to get started was local people like Becky Foster, Gigi Burke and others who pushed me to see if there was any federal money available," Rick Larsen said.

Ryan Larsen said Arlington City Councilman Oliver Smith played a key role as well.

The overpass is the first phase of a bigger project to construct a full cloverleaf interchange. For now, building a wider bridge within the next two years should help alleviate traffic tie-ups in Smokey Point.

Lien said city engineer Paul Richart guided the group through the state grant process.

"I think perhaps to a certain extent there's a lot of gratification to be able to do it ourselves," Lien said. "It's not our money, but we found it ourselves."

Reporter Scott Morris:
425-339-3292 or
smorris@heraldnet.com.



Roundabouts touted for Chamber Way congestion

TRAFFIC WOES: Chehalis seeks funding to alleviate bottlenecks and vehicle backups over the Interstate 5 overpass at the traffic lights on exit 79

By Dan McClurg
The Chronicle

Traffic congestion on Chamber of Commerce Way over Interstate 5 is likely to remain a headache of bottlenecks and backed up vehicles for the time being, Public Works Director Jim Nichols said Monday.

Chehalis was recently denied a state Transportation Improvement Board grant for installing roundabouts on the heavily trafficked road, but Nichols said his department will apply for the grant again next year.

"We're enjoying a very cooperative project with (the Department of Transportation)," he said at the Chehalis City Council meeting Monday. "They're really taking the project seriously and wanting to go forward."

The hitch, of course, is money. Nichols said roundabouts, which eliminate the problem of backups at traffic signals, would be the cheapest way to



Gary J. Chisholm / The Chronicle

solve traffic problems on Chamber Way for the longest period of time.

The other option, replacing the bridges and adding lanes in both directions, would cost upward of \$50 million. Planning and construction for roundabouts, however, would cost about \$4.7 million, Nichols said.

Another problem: Teaching people to use roundabouts.

"As you know, I support the idea of installing roundabouts," Chehalis City Councilor Wayne Galvin said. "But in heavy traffic, you can get locked into that left lane and go around several

Above, as cars zoom past him, Gordon Norquist, a surveyor with the Washington State Department of Transportation uses a transit to survey the State Street-Chamber Way intersection in Chehalis Monday afternoon.

At left, Norquist takes measurements to prepare for upcoming traffic revisions in Chehalis.

times before you can get out of it."

Nichols explained that roundabouts on Chamber Way would be just one lane, which would eliminate the problem of getting locked into one or the other lane. He also said the public works department hopes to set up mock roundabouts for local drivers to practice on.

Dan McClurg covers health and rural south and west Lewis County for The Chronicle. She may be reached at 807-8239, or by e-mail at dmcclurg@chronicle.com.



WEDNESDAY

December 17, 2003
Logged In: Don McGahuey



Local News - December 16, 2003

Plans call for widening Maple Street, adding sidewalks

By Marco Martinez, World staff writer

WENATCHEE - Improvements that would widen Maple Street and add sidewalks on both sides will be the topic of a Wednesday evening meeting at Foothills Middle School.

Work on the estimated \$1.9 million project is expected to begin in early spring, according to James Bartleson, project manager with Hammond Collier Wade Livingstone, the engineering firm hired by the city to design the improvements.

"The completed product is going to be a lot better for kids going to Foothills," Bartleson said Monday.

There are sections along Maple Street where there is no sidewalk on either side of the street. Sidewalks exist in the areas closest to Wenatchee and Western avenues.

Don McGahuey, city engineer, estimated about 25 percent of the road has sidewalk.

Improvement work will include widening the street so a middle turn lane can be added along Maple Street between Wenatchee and Western avenues, a little less than one mile, McGahuey said.

Bike lanes, storm drains and street lighting will also be added as part of the project, Bartleson said.

Widening the street to 44 feet will require the city to buy land from some private property owners along Maple Street.

Wednesday's meeting will include time for questions and drawings of the street project.

Roughly 80 percent of the project cost will be paid with funds from the state Transportation Improvement Board, McGahuey said. The city will pay for the rest of the work, with the money coming largely from the arterial street fund, he said.

The street work will be completed sometime in the fall and will require detours at times.

Similar improvement work has been done on Orchard Avenue, Ninth Street, Maiden Lane and the north section of Western Avenue in recent years.

Marco Martinez can be reached at 664-7146 or by e-mail at martinez@wenworld.com



Wednesday, December 24, 2003, 12:00 A.M. Pacific

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Drivers' relief just down the road

By Peyton Whitely

Times Snohomish County bureau

ARLINGTON — In less than 1½ years, the temper-blowing bottleneck at the Smokey Point interchange could be just a bad memory.

Money has been approved to widen the 172nd Street Northeast bridge over Interstate 5, the scene of notorious traffic backups as motorists maneuver over the two-lane road to get on the freeway.

The bridge has remained unchanged since it was built in 1968, even as the entire Smokey Point area of shopping plazas and other businesses was developed on the eastern edge of the freeway.

The plan is to place advertisements May 3 to seek bidders for the work, said Pat McCormick, an engineering manager for the state Department of Transportation. Work could start by about July.

"Our goal is to get it open by the end of 2004 or early 2005," McCormick said. "The desire is to get it open to traffic by the end of 2004.

"My bet is the spring of 2005."

That's still a fast schedule for a job that McCormick said he'd normally expect would take nine to 12 months. But such a pace could be possible with an aggressive contractor and good weather, he said.

And though the route will be open, the project likely won't be completed until probably the end of summer 2005, when access ramps, sidewalks, lighting and other finishing touches are to be done. Initially, the new bridge will have four or five lanes.

After more than 30 years of waiting, the job will culminate a long-standing goal of making it easier to drive from the Smokey Point area onto southbound I-5, the direction the vast majority of motorists who use the interchange travel.

As it is now, by about the middle of most afternoons, a milelong line of traffic is backed up in the westbound lanes of 172nd Street Northeast, or Highway 531, waiting to get into a left-turn pocket leading to I-5 that's big enough for about four cars.

The work to be done in the next year will significantly change that, although it's still only a first step.

"What this will do is give us the ultimate bridge," McCormick said of the proposed project. "This will give us two left-turn lanes so we can clear things out faster to the east."

This first step is expected to cost about \$6.5 million. It's part of a bigger planned interchange that would cost about \$29 million and include a sixth lane on the bridge, a park-and-ride lot and a loop ramp that would take traffic from westbound 172nd Street Northeast to southbound I-5, rather the left-turn lanes being put in now.

But that bigger job is dependent on more funding, which would likely come through a public vote, perhaps by next November. The rest of the work could be done by about 2008, McCormick said.

Until then, the \$6.5 million job will have to suffice, but he said it's a substantial change by itself.

That the work is being done at all is largely the result of a group of residents, businesses and political leaders called TRAP, or the Marysville-Arlington Transportation Relief Action Plan. The group overcame obstacles that included political setbacks and a poor economy, to push through financing and planning for the \$6.5 million job.

"They started turning over rocks to see what could be available," McCormick said.

Though some documents remain to be signed, the money will come from a variety of sources: About \$2.9 million has been approved by the state Transportation Improvement Board; about \$2 million to \$3 million is included in federal fiscal 2004 appropriations; a joint contribution of \$750,000 is being provided by the cities of Arlington and Marysville; and a \$100,000 contribution is being made by Snohomish County.

In addition, \$1.6 million could be raised through a proposed local-improvement district.

When the initial work is done, the change will mean there probably will be one through lane eastbound, one or two through lanes westbound and two left-turn lanes leading to southbound I-5.

Peyton Whitely: 206-464-2259 or pwhitely@seattletimes.com

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GUEST EDITORIAL

A community joins to make a difference

The adage, "When the going gets tough, the tough get going," certainly holds true in the case of the obsolete overpass at I -5 and 172nd Street in North Snohomish County.

Finding our 40-year-old, \$26 million overpass once again dropped from the list of needed transportation improvements, a group of local businesspeople solicited help from a bipartisan group of elected officials. Out of meetings with Marysville Mayor Dave Weiser, Arlington Mayor Bob Kraski, County Council member John Koster and Arlington City Council member Oliver Smith, the TRAP coalition was formed.

TRAP (the Transportation Relief Action Plan) began with a bold request from the state Transportation Commission at its quarterly meeting in Everett. Our appeal was for the Department of Transportation to support an improvement of a smaller scale that would bring immediate relief to the congestion and allow economic development to proceed -- a project that would meld into the ultimate design.

To our delight, commission Chairman Aubrey Davis and the other commissioners instructed the DOT to explore our "Band-Aid" approach. The DOT took our suggestions and went the extra mile to propose phasing of the ultimate project. By constructing the six-lane bridge for \$6.5 million, we could get our safety and economic development issues solved for the near future. The only problem we now faced was finding \$6.5 million.

The TRAP coalition took our needs to U.S. Rep. Rick Larsen, Koster, and 12 state legislators representing this area. U.S. Sen. Patty Murray met with Kraski on the floor of the Senate in Washington, D.C., to review the notebook full of resolutions and grant requests we had prepared.

TRAP had coordinated support letters from County Executive Bob Drewel, the County Council, the cities of Marysville and Arlington, all three area Chambers of Commerce, Sheriff Rick Bart, the Lakewood and Arlington school districts and the Tulalip Tribes. We received letters from all four legislative districts representing North Snohomish County.

While many of the senators and representatives attended our strategy meetings, others worked behind the scenes in Washington D.C., and Olympia. Our thanks go to state Sens. Mary Margaret Haugen and Val Stevens, and to Reps. Dan Kristensen, Kirk Pearson, John McCoy, Barbara Bailey, John Lovick and Jean Berkey. With their help, the TRAP group now had access to federal, state, county and city staff to assist us in finding the money.

In about six months we have located more than the \$6.5 million needed. TRAP was advised to apply for a Transportation Improvement Board grant of almost \$3 million, which was approved just before Thanksgiving. Knowing that Congress had \$3 million waiting in a transportation bill, along with money from Arlington, Marysville, Snohomish County, the DOT and the Tulalip Tribes, we had an early Christmas.

A special thanks to Becky Foster, Ralph Krutsinger, Bill Binford, Steve Peiffle, Paul Richard and all the TRAP community members who dedicated countless hours and had the attitude that "we can get this problem solved."

The community now anxiously awaits President Bush's signature on the final \$3 million needed to start construction.

This has truly been an outstanding effort. It demonstrates that a group of citizens and businesspeople can sit down with local government leaders and combine their ideas to solve an otherwise unsolvable problem. This represents collaboration where personal interests and differences were set aside to jointly solve a common issue. It is government at its finest.

Gigi Burke and Harvey Eichenfield serve as co-chairs of the Marysville/Arlington Transportation Relief Action Plan coalition.



December 12, 2003

RECEIVED

DEC 16 2003

TIB

Steve Gorcester, Executive Director
Washington State Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

RE: Funding; 8th Street Bridge Replacements, City of Port Angeles

Dear Steve:

The City of Port Angeles wishes to extend its appreciation to you and your staff in your support of our efforts to find full funding for the 8th Street Bridge Replacements projects.

Your understanding of the problem and sincere support in trying to find or create a funding program which fits a City of our size was truly appreciated. As you are aware, the BRAC funding program has recently been revised to fully fund our projects. This revision to the BRAC funding will reduce the City's anticipated match for these projects from \$3.2 million to the \$375,000 range which the City can handle.

Thank you again for your continued support of Port Angeles' transportation needs.

Sincerely,

Glenn Wiggins
Mayor

cc: Representative, Jim Buck
Representative Lynn Kessler
Senator, Jim Hargrove
Council Members, City Manager

N:\GLENN\S Gorcester re TIB\$_thx.wpd



December 12, 2003

Kathleen Davis, Director
Washington State Department of Transportation
Highways and Local Programs – Olympic Region
P.O. Box 47440
Olympia, WA 98504-7440

RECEIVED

DEC 16 2003

RE: Letter of Appreciation

TIB

Dear Ms. Davis:

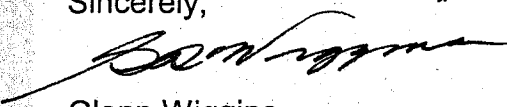
The City of Port Angeles wishes to extend its appreciation to you and your staff in recognition of your efforts in being innovative and proactive in securing full Bridge Replacement and Construction (BRAC) funding for the City's two 8th Street Bridges.

The City was fortunate to be selected for funding under the BRAC program, but the previous 20 percent participation match of \$3.2 million was a significant impact on the City. With the assistance of Mike Horton of Local Programs, along with Steve Gorcester, the Executive Director of the Transportation Improvement Board, and our consultants, we explored numerous financing scenarios in hopes of meeting the City's significant match portion. Short of creating a special program to fit a City of our size, the prospects of additional funding did not appear to be in the immediate future.

The announcement of full BRAC funding for bridges under \$10 million has provided the relief that the City needed. This revision to the BRAC funding will reduce the City's anticipated match for these projects from \$3.2 million to approximately \$375,000. This reduction will allow the City of Port Angeles to continue to provide key and essential services in street, roadway, storm, and other general fund infrastructure needs.

Thank you again for your continued support of the City of Port Angeles' transportation needs.

Sincerely,


Glenn Wiggins
Mayor

cc: Representative, Jim Buck
Representative Lynn Kessler
Senator, Jim Hargrove
Steve Gorcester, TIB

Mike Horton, WSDOT
City Council Members
City Manager

321 EAST FIFTH STREET • P. O. BOX 1150 • PORT ANGELES, WA 98362-0217

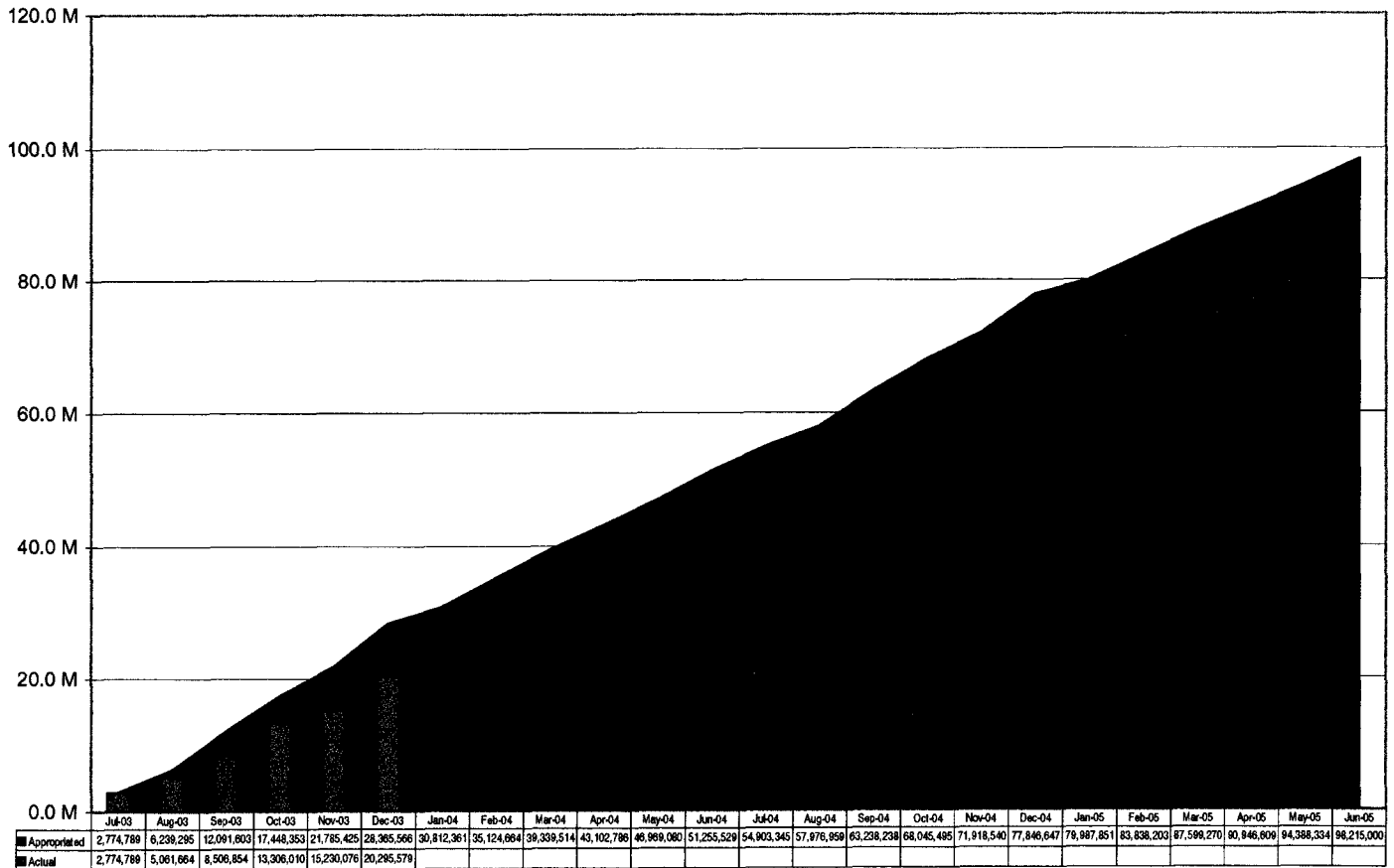
PHONE: 360-417-4500 • FAX: 360-417-4509 • TTY: 360-417-4645

E-MAIL: COUNCIL@CI.PORT-ANGELES.WA.US



Washington State Transportation Improvement Board Transportation Improvement Account (TIA)

2003-05 Transportation Improvement Account (TIA) Transportation Partnership Program (TPP) Appropriated vs. Actuals



Account	Expenditures	Appropriation	Appropriation Balance	Account Balance
Transportation Partnership Program	20,295,579	98,215,000	84,908,990	
TIA TOTAL	13,306,010	98,215,000	77,919,421	18,622,435.21

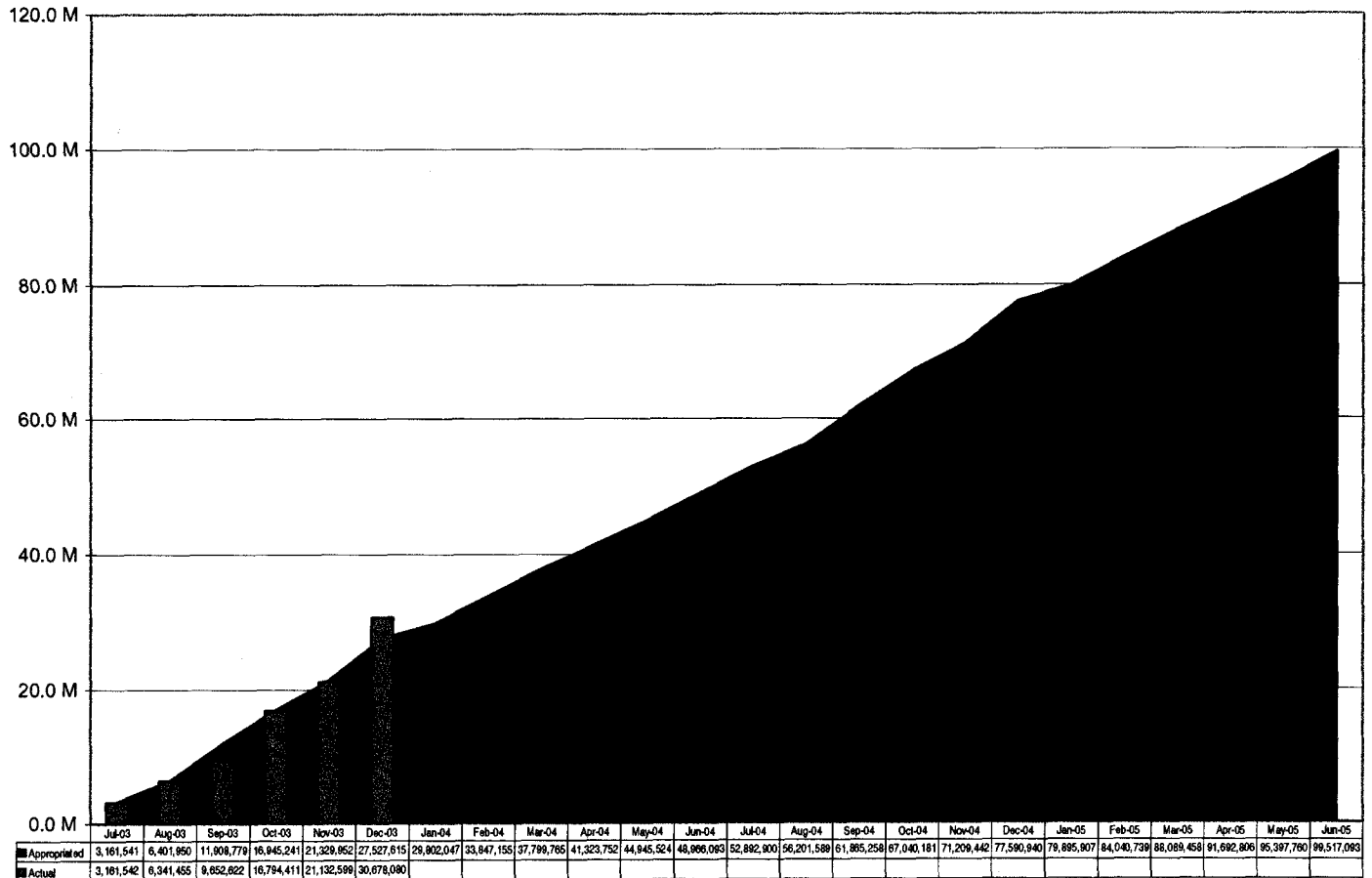
Notes:

- TIB's 2003-05 Capital Appropriation provided \$99,215,000 for the Transportation Improvement Account.
- Ending 2001-03 Appropriation balance for the TIA is \$27,414,344.
- TIA has \$13,955,000 in bond authority remaining (RCW 47.26.500).
- \$10,358,990 in bond proceeds in July 2005.
- TIB's 2005-06 Capital Appropriation provided \$10,358,990 for the Transportation Improvement Account.



Washington State Transportation Improvement Board Urban Arterial Trust Account (UATA)

2003-05 Urban Arterial Trust Account (UATA) Appropriated vs. Actuals



Account	Expenditures	Appropriation	Appropriation Balance	Account Balance
Arterial Improvement Program	22,179,345			
City Hardship Assistance program	0			
Pedestrian Safety and Mobility Prog.	1,050,618			
Small City Program	7,448,117			
UATA TOTAL	30,678,080	99,201,000	68,522,920	5,823,080.45

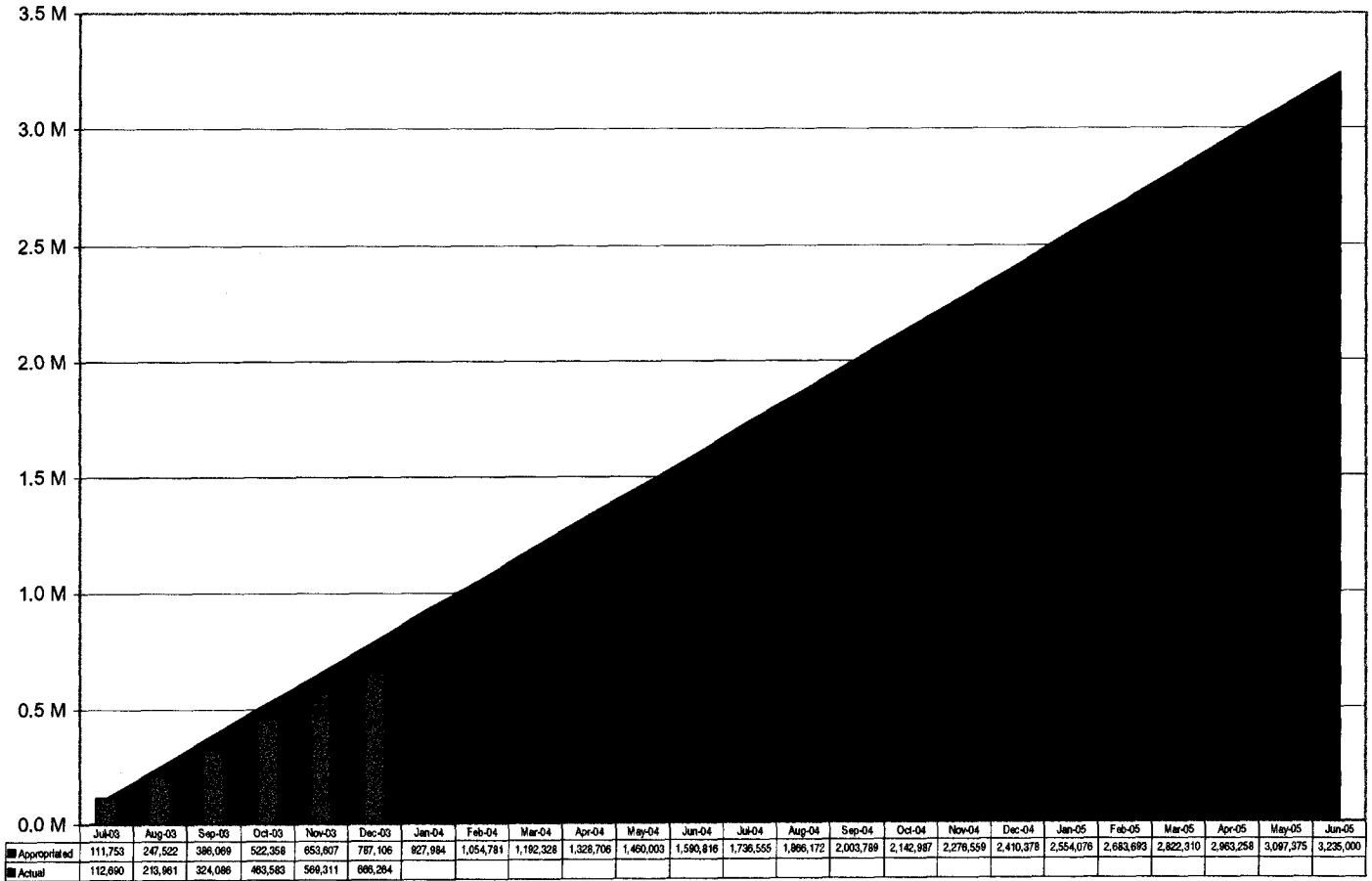
Notes:

- TIB's 2003-05 Capital Appropriation provided \$99,201,000 for the Urban Arterial Trust Account.
- Ending 2001-03 Appropriation balance for the UATA is \$221,653.
- TIB's Capital Appropriation is managed using the cash method of accounting.



Washington State Transportation Improvement Board Administrative Expenses

2003-05 Administrative Expenditures Appropriated vs. Actuals



Account	Expenditures	Appropriation	Appropriation Balance
UATA	333,135		
TIA	333,129		
ADMINISTRATION	666,264	3,235,000	2,568,736

A – Salary and Wages	455,729
B – Employee Benefits	86,722
E – Goods and Services	88,027
G – Travel	32,313
J – Capital Outlays	3,473
ADMINISTRATION TOTAL	666,264

Notes:

- TIB's 2003-05 Operating Appropriation provided expenditure authority for 16.9 FTE's.
- Ending 2001-03 Appropriation balance for Administrative expenses was \$84,308.27.
- TIB's Operating Appropriation is managed using the accrual method of accounting.



Transportation Improvement Board

Project Actions

All TIB Funding Programs

From 11/01/2003 to 12/31/2003

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
AIP Projects					
Actions by the Executive Director					
8-2-156(030)-1	BELLINGHAM Sunset Drive Orleans Street to Woburn Street	AIP	Audit	3,150,000	94,618
8-2-159(010)-1	BURLINGTON Rio Vista Ave Skagit St to Section St	AIP	Contract Completion	432,102	0
8-1-124(003)-2	ENUMCLAW 2nd Street Extension Stage 2 Roosevelt Ave (SR-410) to Stevenson Street	AIP	Audit	441,295	4,248
8-3-164(003)-1	EPHRATA Alder Street 6th Ave SW to SR 28	AIP	Contract Completion	1,251,917	30,666
8-1-134(010)-1	FIFE 54th Ave E 20th St E to Valley Ave E	AIP	Contract Completion	915,982	0
8-4-183(002)-1	GRANDVIEW Wine Country Road Elm St Intersection	AIP	Design	16,103	0
8-5-188(015)-1	KELSO N Pacific Avenue N Kelso Avenue to Redpath Street	AIP	Design	79,050	0
8-4-173(019)-1	KENNEWICK N Volland St W Clearwater Ave to W Canal Dr	AIP	Audit	716,066	-433
8-1-106(027)-2	KENT Pacific Highway South Storm Drainage S 252nd Street to S272nd Street	AIP	Audit	799,216	-130,443
8-1-017(068)-1	KING COUNTY 124th Ave NE NE 132nd St to NE 145th St	AIP	Bid Award	3,400,492	-413,411
8-1-199(008)-1	LAKEWOOD Union Ave SW Berkeley Ave SW Intersection	AIP	Audit	167,700	-9,001



Transportation Improvement Board ***Project Actions***

All TIB Funding Programs

From 11/01/2003 to 12/31/2003

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
8-1-205(001)-1	MAPLE VALLEY SR 169 and Witte Road Intersection 500' along each leg	AIP	Audit	310,000	0
8-1-205(002)-1	MAPLE VALLEY Maple Valley Highway (SR 169) SR 516 to SE 264th St	AIP	Design	1,017,039	0
8-1-143(005)-1	MARYSVILLE 64th Street NE (SR 528) 67th Avenue NE to 83rd Avenue NE	AIP	Contract Completion	3,657,199	-108,371
8-5-195(014)-1	OLYMPIA RW Johnson Boulevard/21st Avenue SW BNSF Tracks to Black Lake Blvd	AIP	Design	89,280	0
8-2-151(003)-1	PORT TOWNSEND F Street Blaine St to Hastings Ave	AIP	Contract Completion	1,325,567	0
8-4-171(013)-1	RICHLAND Keene Road - Phases 2 & 3 Gage Boulevard to Shockley Road	AIP	Audit	1,218,626	0
8-4-171(014)-2	RICHLAND Stevens Drive Stage 2 'Overlay' Spengler Street to Horn Rapids Road	AIP	Audit	0	0
8-1-101(138)-1	SEATTLE University District Controllers 7th Ave NE / 20th to NE Pacific St	AIP	Audit	2,713,044	182,160
8-1-101(145)-1	SEATTLE Leary Way NW and NW 46th St NW 36th to 15th Ave to Shilshole to Leary Way	AIP	Bid Award	1,717,679	-467,921
8-1-101(146)-1	SEATTLE 35th Ave NE/NE 65th St and NE 75th St NE 55th to NE 95th to Roosevelt Wy to 35th	AIP	Construction	6,600,000	0
8-3-165(058)-1	SPOKANE Indiana Avenue Standard Street to Columbus Street	AIP	Contract Completion	637,483	0



Transportation Improvement Board *Project Actions*

All TIB Funding Programs
From 11/01/2003 to 12/31/2003

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
8-3-165(081)-1	SPOKANE Washington Street Spokane Falls Blvd to Boone Ave	AIP	Contract Completion	174,097	0
8-1-131(004)-1	SUMNER Traffic Avenue - phase II Main Street to Thompson Avenue	AIP	Contract Completion	1,228,584	89,948
8-1-128(071)-1	TACOMA River Road/Pioneer Way I-5 Off Ramp to 500' S River Rd	AIP	Construction	497,600	0
8-5-184(035)-1	VANCOUVER NW Fruit Valley Road W 34th Street to Whitney Road	AIP	Construction	4,505,150	0
8-3-160(020)-1	WENATCHEE Orchard Street Miller Street to Western Avenue	AIP	Audit	1,282,323	0
8-4-172(006)-1	WEST RICHLAND Grosscup/Harrington Drive SR 224 (Van Giesen) to Twin Bridges	AIP	Audit	1,202,349	0
8-4-172(007)-1	WEST RICHLAND Keene Road (Stage 1) Keene Village to Bombing Range Road	AIP	Construction	2,145,200	0
8-4-039(016)-1	YAKIMA COUNTY 72nd Avenue Nob Hill Blvd to Tieton Drive	AIP	Audit	1,136,597	0
8-4-039(020)-1	YAKIMA COUNTY Roza Hill Drive Bridge #159 to 105' South of 58th	AIP	Contract Completion	1,157,244	7,958
8-4-039(023)-1	YAKIMA COUNTY Riverside Rd (Keys Rd alternate alignment) SR 24 to W Birchfield Rd	AIP	Design	637,875	0

Executive Director Change Total	-719,983
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AIP Change Total	-719,983
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PSMP Projects

Actions by the Executive Director



Transportation Improvement Board **Project Actions**

All TIB Funding Programs

From 11/01/2003 to 12/31/2003

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
P-W-191(P05)-1	COSMOPOLIS Second Street D Street to E Street	PSMP	Design	7,131	0
P-W-191(P06)-1	COSMOPOLIS J Street First Street to Second Street	PSMP	Design	7,825	0
P-E-870(P05)-1	DAVENPORT Morgan St (SR 2) Third St to Harker St	PSMP	Bid Award	100,000	0
P-E-870(P06)-1	DAVENPORT Sixth Street Merriam St to Washington St	PSMP	Bid Award	44,091	0
P-P-201(P02)-1	EDGEWOOD 114th Avenue E Jovita Blvd to Alice V. Hedden Elementary School	PSMP	Construction	143,388	0
P-E-911(P01)-1	GARFIELD Central Business District Sidewalks Various Locations in CBD	PSMP	Construction	85,431	0
P-P-127(P01)-1	GIG HARBOR Skansie Avenue Rosedale St to 700 Ft N of Rosedale	PSMP	Construction	67,855	0
P-W-188(P01)-1	KELSO Bates Road Allen Street to 19th Avenue	PSMP	Construction	67,040	0
8-4-173(P22)-1	KENNEWICK Canal Drive Young to Kellogg	PSMP	Audit	42,145	-668
P-W-155(P03)-1	MOUNT VERNON LaVenture Rd East Division St to East Section St	PSMP	Construction	150,000	0
P-W-973(P05)-1	NORTH BONNEVILLE ADA Ramp Construction Locations Citywide	PSMP	Design	8,333	0



Transportation Improvement Board **Project Actions**

All TIB Funding Programs

From 11/01/2003 to 12/31/2003

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
6-E-905(P01)-1	NORTHPORT Summit Ave/South/7th/5th 9th St to City Hall on Summit	PSMP	Contract Completion	86,432	-190
P-E-915(P02)-1	OAKESDALE First and Second Streets Pearl to Steptoe & Pearl to Bartlett	PSMP	Design	8,926	0
P-E-167(P01)-1	PULLMAN Davis Way State St to Wawawai Rd	PSMP	Audit	86,559	0
P-E-898(P02)-1	ROCKFORD First St (SR 278) Town Park to C St	PSMP	Audit	122,676	20,488
P-E-165(P01)-1	SPOKANE Freya St Liberty to LaCrosse	PSMP	Audit	106,531	0
P-E-165(P02)-1	SPOKANE Nevada/Lidgerwood Neighborhood Sidewalks Stan-Wedge to Cozz to Cozza-Colton to Stan	PSMP	Audit	50,904	-29,096
P-E-874(P02)-1	SPRAGUE F Street First St to Fifth St	PSMP	Audit	44,628	-9,641
8-4-039(P17)-1	YAKIMA COUNTY 41st Street South Mountainview Avenue to Kroum Road	PSMP	Audit	57,000	7
Executive Director Change Total					-19,100
PSMP Change Total					-19,100

SCP Projects

Actions by the Executive Director

6-E-876(001)-1	BREWSTER N 7th Street and Hospital Way SR 97 to Methow Ave	SCP	Audit	535,334	0
6-W-979(004)-1	CATHLAMET Division & River Streets Una Street to Broadway	SCP	Design	45,942	0



Transportation Improvement Board ***Project Actions***

All TIB Funding Programs

From 11/01/2003 to 12/31/2003

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
6-E-986(004)-1	COLFAX Cedar Street Golf Course to North City Limits	SCP	Design	38,709	0
6-E-902(007)-1	COLVILLE North Oak Street Third Ave to Sixth Ave	SCP	Design	30,522	0
6-W-827(N07)-1	COUPEVILLE Citywide Arterial Overlay Various Locations	SCP	Audit	340,604	37,329
6-E-910(001)-1	FARMINGTON Washington Street West Town Limits to 3rd Street	SCP	Audit	398,775	17,475
6-E-858(003)-1	GEORGE Washington Way, Phase II South C/L to Montmorency Blvd	SCP	Audit	282,662	0
6-E-912(003)-1	LACROSSE N Main & A Street A St to North C/L & Main to Leslie Ave	SCP	Design	31,500	0
6-W-963(104)-1	NAPAVINE Washington Street & 2nd I/S I/S to BNSF ROW	SCP	Design	5,500	27,778
6-W-963(105)-1	NAPAVINE Washington Street Signal East Front Street to Birch Street	SCP	Design	4,000	22,222
6-W-964(004)-1	PE ELL Pe Ell Avenue Third St to Main St (SR 6)	SCP	Design	45,606	0
6-P-806(005)-1	SNOQUALMIE Park St Schusman Ave to Newton	SCP	Audit	320,894	0
6-E-918(003)-1	ST. JOHN Front St (Hwy 23) MP 13.97 to MP 14.41	SCP	Audit	213,827	0



Transportation Improvement Board **Project Actions**

All TIB Funding Programs

From 11/01/2003 to 12/31/2003

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
6-E-946(002)-1	WAPATO Wapato Avenue Fifth Street to First Street	SCP	Audit	471,386	21,386
6-W-978(102)-1	YELM East Yelm Avenue 3rd Street to Five Corners I/S	SCP	Bid Award	77,174	2,606

Executive Director Change Total	128,795
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Actions by the Board

6-W-950(001)-1	RIDGEFIELD Mill Street N 1st St to Foot of Mill St	SCP	Design	47,500	127,468
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Board Change Total	127,468
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SCP Change Total	256,263
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TPP Projects

Actions by the Executive Director

9-P-105(003)-1	AUBURN Multi-Modal Station	TPP	Contract Completion	1,149,000	0
9-W-185(002)-1	CAMAS NW Lake Rd/SE 1st Street NW Leadbetter Blvd to SE 192nd Ave	TPP	Construction	3,754,500	0
9-E-168(002)-2	CHENEY SR 904 Park & Ride Main Street to K Street	TPP	Audit	87,267	0
9-W-006(023)-1	CLARK COUNTY I-5/Salmon Creek Interchange Project Vicinity of I-5 & I-205 Junction	TPP	Design	4,370,000	0
9-E-009(001)-1	DOUGLAS COUNTY Grant Road Eastmont Ave I/S	TPP	Audit	355,836	-34,569
9-P-138(102)-1	EVERETT Signal Computer Replacement 110 Intersections	TPP	Audit	49,166	0



Transportation Improvement Board *Project Actions*

All TIB Funding Programs

From 11/01/2003 to 12/31/2003

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
9-P-113(005)-1	FEDERAL WAY Pacific Highway South HOV Phase II (Design Only) South 324th Street to South 340th Street	TPP	Audit	1,725,000	0
9-E-171(002)-3	KENNEWICK Tapteal/Columbia Center Blvd. Stage 3 Canal Bridge	TPP	Audit	59,301	0
9-E-173(005)-1	KENNEWICK Columbia Center Blvd W 10th Ave to Columbia Dr	TPP	Audit	622,339	-2,795
9-P-113(004)-4	KENT Pacific Highway South SR-99 HOV Lanes SR-516 to South 252nd Street	TPP	Audit	331,148	0
9-P-140(001)-3	LYNNWOOD 196th St SW/28th Av/I-5 I/C I-5/196th I/C	TPP	Audit	9,064,874	0
9-P-140(001)-7	LYNNWOOD 196th Street SW/I-5 I/C 200th Street SW to Alderwood Mall Blv	TPP	Audit	4,535,332	-4
9-P-027(008)-3	PIERCE COUNTY Lake Tapps Parkway East - Stage 3 Sumner Tapps Highway East and LTPE Paving	TPP	Contract Completion	1,910,507	201,367
9-W-150(001)-1	PORT ANGELES Lauridsen Blvd/Edgewood Drive L Street to Edgewood Dr	TPP	Audit	1,201,409	0
9-E-171(001)-1	RICHLAND Steptoe Street Columbia Drive to Gage Boulevard	TPP	Audit	1,881,438	0
9-E-171(002)-2	RICHLAND Tapteal Loop, Stage 2 Tapteal Drive to Arrowhead Avenue	TPP	Audit	1,550,604	0
9-P-101(012)-1	SEATTLE North Waterfront Access - Predesign only Western Avenue to Alaskan Way	TPP	Audit	215,545	0



Transportation Improvement Board

Project Actions

All TIB Funding Programs

From 11/01/2003 to 12/31/2003

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
9-E-165(008)-1	SPOKANE Indian Trail Signalization Francis Ave Intersection	TPP	Audit	72,129	-2,788
9-E-032(001)-2	SPOKANE COUNTY Argonne Road Montgomery Avenue to Millwood City Limits	TPP	Audit	4,536,378	0
9-E-032(003)-1	SPOKANE COUNTY Valley Couplet, Stage 1 SR 90 to Thierman Road	TPP	Audit	5,528,014	-1,070,992
9-E-032(003)-2	SPOKANE COUNTY Valley Couplet, Stage 2 Dishman Road to University Road	TPP	Audit	2,462,740	0
9-E-032(003)-3	SPOKANE COUNTY Valley Couplet, Stage 3 Eastbound, Thierman to Dishman	TPP	Audit	1,799,180	0
9-E-032(003)-4	SPOKANE COUNTY Valley Couplet, Stage 4 Sprague, Thierman to Dishman	TPP	Audit	565,018	0
9-E-032(005)-1	SPOKANE COUNTY Thierman Road, Stage 1 Eighth Avenue to Fourth Avenue	TPP	Audit	936,263	15,127
9-E-032(013)-1	SPOKANE COUNTY Sullivan Road I-90 Eastbound Ramps to Indiana Avenue	TPP	Audit	1,365,722	80,417
9-W-196(002)-1	TUMWATER Crosby Boulevard/SR 101/Cooper Point Rd, Stage 1 Mottman Road to Evergreen Park Dr	TPP	Audit	1,603,987	0
9-W-196(002)-2	TUMWATER Crosby Boulevard/SR 101/Cooper Point Rd, Stage 2 Barnes Boulevard to Mottman Road	TPP	Audit	624,552	0
9-W-184(004)-1	VANCOUVER SE 164th Avenue SE 1st Street to SE Mill Plain Blvd	TPP	Audit	523,552	0



Transportation Improvement Board *Project Actions*

All TIB Funding Programs

From 11/01/2003 to 12/31/2003

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
9-E-039(001)-1	YAKIMA COUNTY Keys Road Terrace Heights Dr to SR 24	TPP	Construction	2,433,013	-414,987

Executive Director Change Total	-1,229,224
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Actions by the Board

9-P-112(002)-4	NORMANDY PARK The Highline Corridor Emergency Relief SW 174th Street to 400ft north	TPP	Bid Award	472,049	244,472
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Board Change Total	244,472
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TPP Change Total	-984,752
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Total Change	-1,467,571
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Scope Change Request Staff Review Arterial Improvement Program (AIP)

Board Meeting Date: January 23, 2004


REGION	Northeast	FUNDING YEAR	FY 2003
LEAD AGENCY	GRANT COUNTY	PROPOSED BID AWARD	Jun 2004
PROJECT NUMBER	8-3-013(006)-1	PROJECT LENGTH	0.75 miles
PROJECT NAME	Chanute St/32nd Ave/Arnold Dr Patton Blvd to Randolph Rd	AADT	5,000
		FUNCT CLASS	Minor
		VE STUDY	Not Required
CURRENT PHASE	Design Phase approved on January 25, 2002		

Phase	TIB Funds	Local Funds	Total Cost
DESIGN Funds approved for Design	61,200	10,800	72,000
Funds approved for Right of Way	0	15,000	15,000
CONSTRUCTION Funds estimated for Construction	858,500	151,500	1,010,000
TOTAL	\$919,700	\$177,300	\$1,097,000

NONELIGIBLE COST \$ 0	TIB REIMBURSEMENT RATIO 83.8%
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LOCAL MATCH Grant County \$163,300, Big Bend Community College \$14,000

EXISTING FACILITIES The existing roadway is a narrow, two-lane arterial with uncontrolled parking on both sides. Pedestrian walkways and crossings are inadequate or nonexistent. Drainage problems hastened pavement deterioration.



SCOPE CHANGE REQUEST The county requests a scope change to extend the project limits to provide a parkway to serve the entire community college campus. The scope change results in no change in AIP Funds at this time.

Phase	TIB Funds	Local Funds	Total Cost
Project Selection	919,700 83.8%	177,300 16.2%	1,097,000
Scope Change	919,700 83.8%	177,300 16.2%	1,097,000
Change	0	0	0
	0.0% No Change	0.0% No Change	0.0% No Change

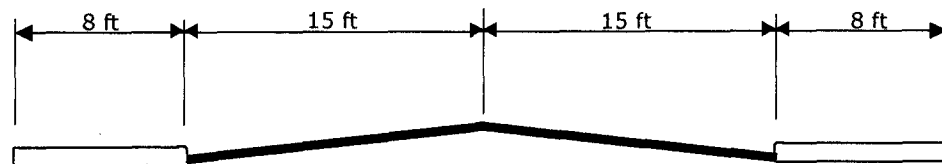
During design, the county refined the project cost estimate. The bidding climate has been very favorable for the past several seasons. By adjusting unit costs and refining quantities, the cost for the expanded scope is virtually the same as the original scope.

- PROJECT BENEFITS**
- Enhance safety by separating campus traffic from industrial traffic
 - Improve access to campus facilities including the Grant County Advanced Technology Education Center currently under construction
 - Reduce accidents and improve mobility by providing sidewalk and eliminating on-street parking along the entire parkway

PROPOSED WORK The project limits for the original project and the scope change are shown on the following page.

The project constructs a 30-foot parkway to serve the entire Big Bend Community College campus. Work slated for existing arterials include realignment and reconstruction. Existing accesses to Randolph at 32nd Avenue and Patton at Chanute will be closed to control traffic flow onto the campus. A new arterial paralleling Andrews through campus right of way completes the parkway loop. Construction of eight-foot sidewalk on both sides and relocation of on-street parking are important elements of the project.

The roadway section for the proposed scope is unchanged from the original concept. It provides two 15-foot combined use travel lanes with 8-foot sidewalk on both sides.



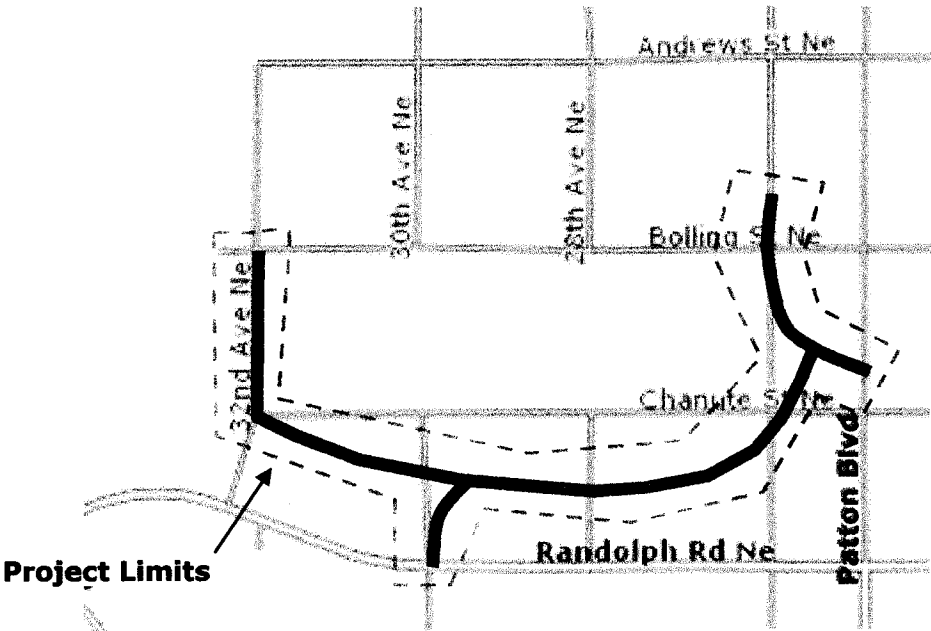
PROJECT HISTORY The project was selected for AIP funding in January 2002. The original scope realigned Chanute Street from a two-lane street with uncontrolled parking into a pedestrian-friendly parkway. The FY 2002 project funded only the first stage of the ultimate campus parkway project.

The project serves the Big Bend Community College campus adjacent to Grant County Airport north of Moses Lake. Big Bend is one of the few state community colleges with residence halls. Approximately 3,000 students attend classes at Big Bend. Additionally, the school employs 380 staff.

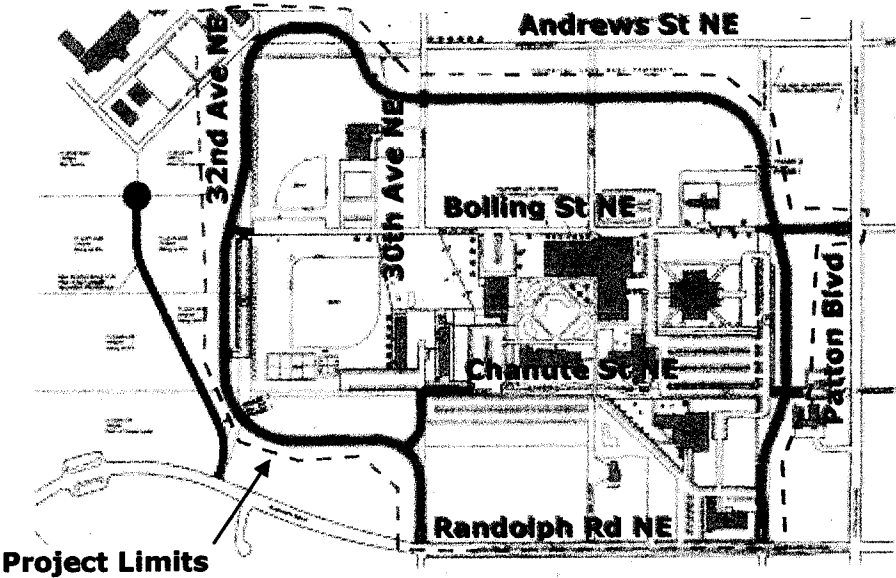
The project was funded to improve safety for students and employees driving and walking on campus. Providing access to the Advanced Technologies Education Center (ATEC) under construction in the heart of the campus was another factor. The facility will be completed in 2004.

After project selection, the Big Bend Community College (BBCC) Parkway Master Plan was developed. Several options were explored and presented to county, college and Port of Moses Lake officials. The scope change request is precipitated by selection of a preferred alternative by the partners.

ORIGINAL CONCEPT



SCOPE CHANGE CONCEPT



DISCUSSION

Justification for the change in project scope is detailed below:

- The project cost estimate at selection showed the cost for construction of 0.75 mile of improved roadway. During design, the county refined the estimate. The bidding climate was very favorable in Eastern Washington for the past several seasons. By adjusting unit costs and refining quantities, the cost for the expanded scope, approximately 1.44 miles, is virtually the same cost as the original scope.
- The county originally staged the project into two phases. They planned on applying for TIB funding for the second phase of the parkway project in the near future. By approving the scope change, the entire project will be constructed in one phase saving time and dollars.
- The intent of the project is to improve safety and mobility. The existing arterials currently serve not only the college campus, but provide industrial access to the Port of Moses Lake. The expanded parkway project separates campus traffic from the heavy industrial trucks traveling to the port facilities. Existing infrastructure is currently in place for industrial access to the port. Many of the trucks carry hazardous materials compounding the safety issues caused by mixed-destination traffic.
- Another safety concern addressed by the project is the high occurrence of pedestrian-vehicle conflicts. Although the original project provided some reduction, the expanded parkway and relocation of on-street parking minimize pedestrian-vehicle conflicts for the entire campus.

The scope change will allow the county to construct the entire project in one stage resulting in lower costs and an accelerated construction schedule. The expanded project not only improves safety significantly, it makes the campus facilities and the ATEC conference center more accessible to vehicles and pedestrians.

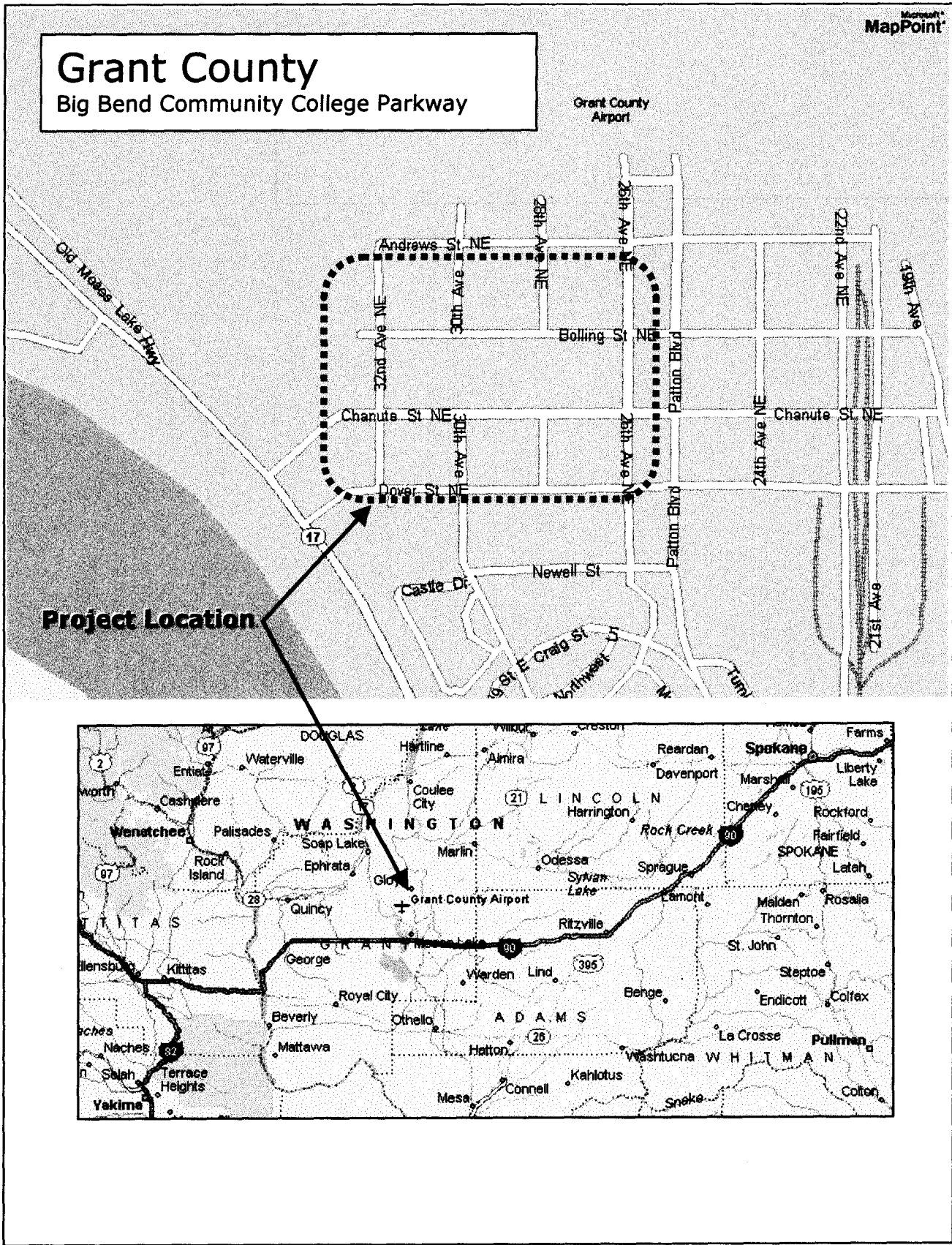
With the revised scope, the project rating is within the funding range for FY 2003.

**STAFF
RECOMMENDATION**

Staff recommends approval of the scope change as presented with no change in TIB funds.

BOARD ACTION

- Motion to approve a scope change to extend the original project to the limits shown in the scope change concept with no change in TIB funding.



**GRANT COUNTY
PUBLIC WORKS DEPARTMENT**

124 Enterprise St. S.E.
Ephrata, Washington 98823



Serial No. 03-582

October 24, 2003

Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

Attn: Gloria Bennett

RE: Grant County TIB Project: Chanute St./32nd Av./Arnold Dr.
aka: BBCC Parkway Project

Dear Ms. Bennett:

Grant County has completed most of the design work for the BBCC Parkway Project. Two copies of the 95% design plan are enclosed for your use.

Grant County desires to extend the scope of the original project to include the northern portion of the Parkway. Our original application envisioned relocating and reconstructing the southern half of the Parkway, with a project to follow for the rest of the work. Basically the original 0.75 mile project length would be increased to 1.44 miles. All other elements of the original project application remain unchanged.

No additional TIB funds beyond the original \$919,700 grant are requested. The original TIB project funding is sufficient to construct the entire 1.44 miles of new 30 ft. wide Parkway.

Our project scoping contract with Zeck Butler Architects produced a parkway plan that

- a) met the criteria outlined in our project application,
- b) obtained BBCC Trustee approval, and
- c) reduced our construction cost estimates.

This result, in turn, now provides Grant County with the option of extending the project work to include the entire parkway in a single project.

We expect a normal, competitive bidding climate in March, 2004. However, should bids be received that are higher than expected we would like the opportunity to request additional funding in accord with TIB's rules.

Please advise as to our request for a Project Scope amendment.

Sincerely,

A handwritten signature in cursive script, appearing to read "Derek Pohle".

Derek Pohle, P.E.
Director of Public Works/
County Road Engineer

DNH:jms
Attachments

Information (509) 754-6082
FAX (509) 754-6087
e-mail publicworks@grantcounty-wa.com
Derek Pohle, P.E., Director/County Engineer . Ext. 504
Dave Heilman, Assistant Director Ext. 502

Bob Bersanti, Construction Engineer Ext. 503
Greg Cardwell, Office Engineer Ext. 117
Zola Myers 105
Vic Levesq 3085
Marc Norbe 4319

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Dean Carroll, Supervisor-Dist. No. 1 ... (509) 754-6586
Dennis Collier, Supervisor-Dist. No. 2 ... (509) 765-4172
Ron Bews, Supervisor-Dist. No. 3 ... (509) 787-2321
Mike Phelps, Supervisor-Central Shop (509) 754-6086
Jerome Wawers, Bridge Supervisor ... (509) 754-6082

Scope Change Request Staff Review Arterial Improvement Program (AIP)

Board Meeting Date: January 23, 2004

REGION	Northeast	FUNDING YEAR	FY 2004
LEAD AGENCY	SPOKANE COUNTY	PROPOSED BID AWARD	Jun 2004
PROJECT NUMBER	8-3-032(061)-1	PROJECT LENGTH	1.69 miles
PROJECT NAME	Market Street Lincoln Rd to Hawthorne Rd	AADT	13,950
		FUNCT CLASS	Principal
		VE STUDY	Completed
CURRENT PHASE	Design Phase approved on April 14, 2003		

Phase	TIB Funds	Local Funds	Total Cost
DESIGN Funds approved for Design	144,000	36,000	180,000
Funds approved for Right of Way	240,000	60,000	300,000
CONSTRUCTION Funds estimated for Construction	1,584,000	396,000	1,980,000
TOTAL	\$1,968,000	\$492,000	\$2,460,000

NONELIGIBLE COST \$ 0	TIB REIMBURSEMENT RATIO 80.0%
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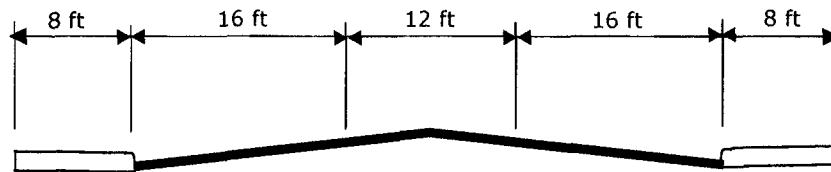
LOCAL MATCH	Spokane County \$492,000																				
EXISTING FACILITIES	The existing roadway is a 24-foot, two-lane arterial with unpaved shoulders and no sidewalk. Market Street is improved south of Lincoln.																				
PROJECT BENEFITS	<ul style="list-style-type: none"> Enhance safety and mobility for vehicles, bicycles and pedestrians Mitigate conflicts between motorized and non-motorized modes Provide improved access to the proposed US 395 North Spokane Corridor 																				
SCOPE CHANGE REQUEST	<p>The county requests a scope change to shorten improvements on Market and address traffic flow issues on the Freya and Magnesium intersections as recommended by the Value Engineering (VE) Study completed in October 2003.</p> <p>The scope change results in a \$287,926 increase in AIP Funds if the matching ratio is unchanged as shown in the table below.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;">Phase</th> <th style="width: 20%;">TIB Funds</th> <th style="width: 20%;">Local Funds</th> <th style="width: 40%;">Total Cost</th> </tr> </thead> <tbody> <tr> <td>Project Selection</td> <td style="text-align: right;">1,968,000 80.0%</td> <td style="text-align: right;">492,000 20.0%</td> <td style="text-align: right;">2,460,000</td> </tr> <tr> <td>Scope Change</td> <td style="text-align: right; border-top: 1px solid black;">2,255,926 80.0%</td> <td style="text-align: right; border-top: 1px solid black;">563,981 20.0%</td> <td style="text-align: right; border-top: 1px solid black;">2,819,907</td> </tr> <tr> <td>Change</td> <td style="text-align: right;">287,926</td> <td style="text-align: right;">71,981</td> <td style="text-align: right;">359,907</td> </tr> <tr> <td></td> <td style="text-align: right;">14.6% Increase</td> <td style="text-align: right;">14.6% Increase</td> <td style="text-align: right;">14.6% Increase</td> </tr> </tbody> </table>	Phase	TIB Funds	Local Funds	Total Cost	Project Selection	1,968,000 80.0%	492,000 20.0%	2,460,000	Scope Change	2,255,926 80.0%	563,981 20.0%	2,819,907	Change	287,926	71,981	359,907		14.6% Increase	14.6% Increase	14.6% Increase
Phase	TIB Funds	Local Funds	Total Cost																		
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Change	287,926	71,981	359,907																		
	14.6% Increase	14.6% Increase	14.6% Increase																		

PROPOSED WORK

The project limits for the original project and the scope change are shown on page 62 of the Staff Review.

The project reconstructs the roadway to provide two travel lanes and a continuous left turn lane with ADA-compliant sidewalks and bicycle lanes on both sides. Drainage improvements include installation of curb and gutter and construction of biofiltration swales.

The scope change limits the work on Market Street to the section between Lincoln and Magnesium. Additional work realigns Magnesium to intersect Market at Freya where a signal will be installed. The realignment allows the existing Magesium/Market intersection to be closed.



PROJECT HISTORY

The project was selected for funding from the FY 2004 Arterial Improvement Program in November 2002.

The county requested a deviation to construct sidewalk on one side between Magnesium and Hawthorne. The deviation was approved by the TIB Executive Director in July 2003 because of safety issues associated with railroad tracks in close proximity to the travel lanes on the east side of the road.

A Value Engineering Study was completed in October 2003 in accordance with TIB policy. The VE Team was successful in developing concepts that address traffic flow and accident experience in the corridor.

The county requests TIB approval of a scope change to reduce work on Market and realign Magnesium to tie into the Freya/Market Street intersection. The change is due to recommendations developed by the VE Team.

DISCUSSION

Justification for the change in project scope is detailed below:

- The scope change addresses traffic flow in the area more effectively than the original scope. By closing the Magnesium/Market intersection and realigning Magnesium to intersect Market at Freya, delays due to turning vehicles are minimized.
- Currently, neither Freya nor Magnesium is signalized. The scope change adds a signal at Freya which improves safety for vehicles turning onto Market by providing a phase for turning movements. In coordination with other signals along the corridor, the new signal enhances travel time, minimizes delays and addresses accident experience not only on Market Street, but on Freya, Regal and Magnesium as well.
- The US 395 North Spokane Corridor (NCS) project constructs an interchange at Francis/Freya. The improvements at the Freya/Market intersection positively impact the flow of traffic to the new NSC interchange.
- Market Street between Magnesium and Hawthorne is zoned Heavy Industrial and Rural Traditional. The area is not likely to become more urbanized because of the industry in place as well as a large cemetery. No pedestrian generators are located in this section.

With the revised scope, the project rating is within the funding range for FY 2004.

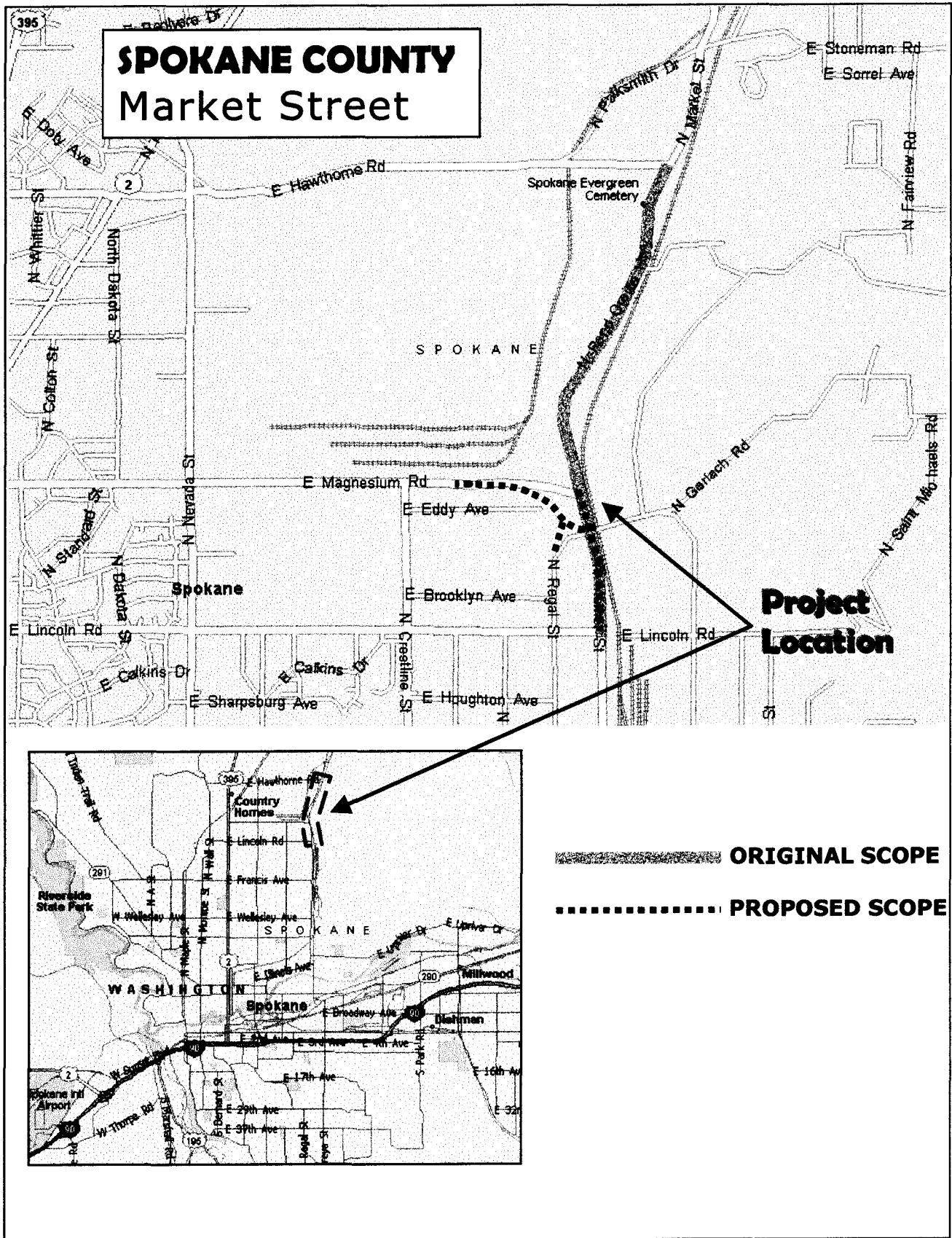
**STAFF
RECOMMENDATION**

Staff recommends approval of the change in scope as presented with no increase in TIB funding, due to lack of fiscal capacity in the AIP.

The county requests an increase in TIB funds to offset the increased right of way costs. However, if the board approves the scope change with no increase, the county will proceed with design and construction of the amended project.

BOARD ACTION

- Motion to approve a scope change with no increase in TIB funds, to limit work on Market Street to the section between Lincoln and Magnesium and to add the realignment of Magnesium to intersect Market at Freya as presented in the staff review.



December 9, 2003

To: Gloria Bennett, P.E. TIB

From: Chad Coles, P.E. Spokane County

RE: Market Street Value Engineering Study Freya/Regal/Magnesium Intersection Proposal

In late October a Value Engineering Team reviewed our proposed Market Street (Lincoln to Hawthorne) Project. One of the suggestions made had particular interest to Spokane County. The Team suggested that the intersections of Market, Regal, Freya and Magnesium be combined. There are several reasons given for this suggestion:

1. Accident data on the project shows that a high percentage of incidents take place at the Freya/Market and Magnesium/Market intersections. The project, in its original configuration, does not significantly reduce the accident potential since neither intersection would be signalized.
2. The intersections are relatively close together and are disruptive to the overall mobility in the area. This unusual arrangement limits the potential to improve the intersections.
3. The planned cross section provides significant improvements for pedestrian and bicycles in the area. It is anticipated that the sidewalks on the south end of the project will be very beneficial, but the northern two-thirds of the alignment does not appear to generate non-vehicle trips in this primarily industrial zone.

These comments led us to consider making a considerable scope change for this project. The revised project would improve Market Street from Lincoln to just north of Magnesium as originally planned. The portion of the project from that point north to Hawthorne would be removed from the project. Magnesium Road west of Market would be realigned to enter Market at Freya with a signalized intersection. Regal would "T" into the realigned Magnesium west of Market. Please refer to the attached sketch to visualize the proposed project scope.

I would like to add some additional observations that recommend this change in the project:

1. Further review of the accident history revealed that the Piper/Market intersection has had 5 accidents in the last five years. This intersection will be removed by the North Spokane Corridor (NSC) project in the phase that is scheduled to begin in November of 2004, so the anticipated benefit of extending the widened road section north to Hawthorne will be reduced.
2. The funded portion of the North Spokane Corridor project terminates on Freya. Please see the attached sketch of the NSC project. The natural consequence of this configuration will be that the intersection of Market and Freya will see an increase in volume and a lower level of service if not signalized. The proposed project fits very nicely with the NSC and future traffic patterns in the area.

We believe that the revised project has more benefit to the traveling public than the original proposal. Our initial preliminary estimate for the revised project is \$2,819,900 compared to \$2,460,000 for the original project (an increase of approximately \$360,000). I have included a copy of this initial estimate so that you can see that the cost increase is driven by Right of Way costs.

Please review this information and let me know if you agree with our assessment and whether or not the Transportation Improvement Board would consider participating in such a change to the project. If you have any questions do not hesitate to call.

Thanks

Chad



State of Washington
Transportation Improvement Board

Proposed Board Meeting Revisions to Date & Location - 2004
January 23, 2004

BACKGROUND

Action was taken at the July 25, 2003 Board meeting to approve the meeting schedule for the 2004 calendar year. Due to a conflict with the APWA State Spring Conference and the expense of a two-day meeting in King County, it was suggested to schedule the March meeting as a one-day only.

RECOMMENDATION

Staff recommends the Board approve the following revision to the 2004 Board Meeting Schedule:

- March meeting will be held for one day only at SeaTac City Hall on Friday, March 26, 2004, beginning at 11:00 AM.